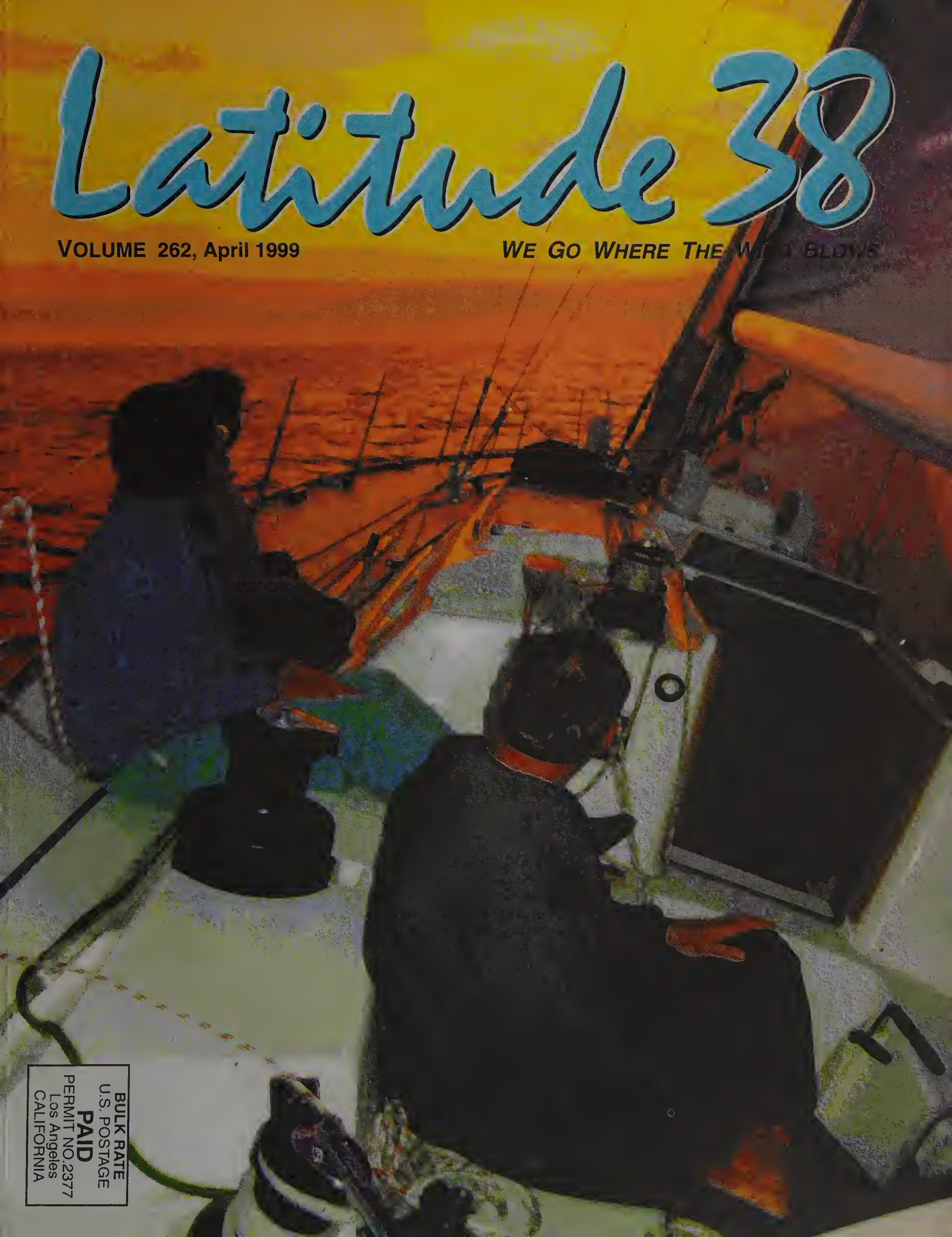


Latitude 38

VOLUME 262, April 1999

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CLASSIC SCHOONER

42' WINSLOW. Schooner by Blanchard, '24. Total rebuilt '94. GM271 dsl, radar, etc, all new. Vessel is a gem-quality treasure. Must be seen. **Offered at \$149,000.**



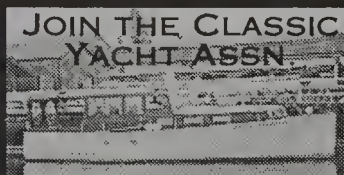
40' SPORT FISH CHARTER BOAT. USCG insp. 14 poss. & 2 crew. Full electronics, twin dsl, oil F/G, excellent condition. Ready to go. **Asking \$72,000.**



20' CLASSIC ENGLISH SLOOP. Built 1991, diesel. An exquisite jewelbox of a boat in show condition. Has full cover and more. Must see! **Asking \$25,000.**



33' NORWEST. Slp. Strength & performance in one package! This exc. proven cruiser (AK & HI vet) has the right stuff! Dsl, mod. full keel, shower, etc. **Ask \$29,500.**



36' STEPHENS classic sedan cruiser. Twins, new wiring and many recent upgrades. Shows pride of ownership. Great boat, great builder. **Try \$29,000.**



35' MARINER. Ever popular Bill Gordon design. Proven cruiser. Dsl. Well built & equip'd. Mahog cabins, new sails, soiling dinghy w/soils & more. **\$19,900.**

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SADONA

47' AFT COCKPIT sloop, '98. 14' beam Chesapeake Marine/Sodano performance cruiser. F/G, dsl, wheel 6'4" hdrm, great soil inventory, rod rig. **\$119,000.**



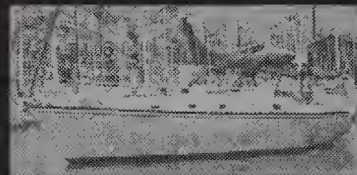
100 YTB Steel tug in great condition. 2000 hp turbo's. Just hauled, surveyed and ready to work or yacht conversion. This is a ship! **Asking \$175,000.**

53' SPENCER AUXILIARY CUTTER

Awesome voyager, fiberglass w/gleaming teak, sumptuous below, inflatable w/motor, full electronics, diesel genset & engine, heaters, fireplace, lots more. **Asking \$275,000.**



46' CAL 2-46 sloop, diesel, center cockpit, dual steering stations, genset, autopilot, heat, roller furling, great cruiser, equipped right, exceptional condition. **119,000.**



36' HUNTER cruising sloop. Diesel, H&C pressure water w/shower, full galley, dodger, pulpits & lifelines, roller furl, wheel, more. **Asking \$42,000.**

SAIL

108' 3-mast schooner 950,000
60' STEEL slp, strong cruiser 165,000
56' HERESHOFF Marco Polo schooner: exquisite! 500,000
53' CHAS. MOWER YWL, classical beauty in exc. cond. 60' LOA 42,000
51' BENETEAU OCEANIS S10, loaded 279,000
45' MULL NZ, cruise ready 125,000
43' WITTHDLZ steel PH slp, strong, excellent cond., dsl 85,000
41' CORONA00, center cockpit, dsl, fixer. Good buy! ... Reduced to 16,500
36' CHEOY LEE ROBB slp, dsl 49,500
36' OLSON, 1/8, Master Mariner winner 18,500/ofr
36' CHEOY LEE LIDN, all teak, dsl 25,000
35' S&S slp, dsl, spinn, AP, H&C shwr, dinghy w/O/B Ask 37,000
35' S&S CANOE STERN slp, dsl 39,500
34' RHODES WINDOWARO Ask 12,000
33' NORWEST slp, dsl. Great! 29,500
33' CHEOY LEE Clipper kitch, dsl 33,000
32.5 GLASLAW S.M. racing slp 12,800
32' TARGA, dsl, cruise ready 39,500
32' ROYAL Cruiser, 1/8, classic 8,500
32' KNOCK-ABOUT slp, 1/8 5,500
31' COLUMBIA, swing keel, 1/8 5,900
31' CHEOY LEE, Luders, dsl, slp 48,000
30' NEWPORT slp, 1/8 Try 58,000
30' HUNTER, dsl, wheel, more 17,950
30' Wm. GAROEN dbl. endr, dsl 10,500
30' ISL. BAHAMA, f/g, 1/8 14,200
30' BIRD slp, rebuilt classic race 8,500
30' SEABIRD Yawl 7,500
30' BALTIC masthead slp, Outch-built pocket cruiser, exclt cond, O/B 5,000
30' KNUDSON PH lp, 1/8 12,000
29' COLUMBIA 8.7, 1/8 12,500
28' VERTUE by Giles, dsl, more 22,000
28' LANCER MkV slp, '84 13,400
28' FELLOWS & STEWART kitch. 20,000
27' CATALINA slp, dsl, f/g 10,500
27' CHEOY LEE LUODERS slp 18,000
27' SANTANA slp, O/B 5,000
26' O'DAY, O/B, new sails 14,900
26' LUGER slp, f/g 5,500
26' CROTCH ISL. PINKY, dsl, very special, new const. w/character 30,000
26' EXCALIBUR slp, O/B, nice 6,800
26' PEARSON COMMANDER, nice 5,000
25' ALBIN M/S, dsl, strong 15,000
25' CHEOY LEE PAC. CLIPPER 7,250
24' DOLPHIN/YANKEE by S&S, centrib, O/B, great starter boat 10,500
23' SPIOSGATTER slp, nice! 5,600
23' HERRESHOFF slp, dsl 5,000/offer
22' WELLCRAFT slp, O/B 7,700

POWER

127' CLASSIC FANTAIL MY 900,000
100' STEEL TUG, YTB, exc. cond 175,000
83' ELCO w/12V71 dsls 70,000
65' WHEELER CLASSIC MY, GM dsls, refit/restoration in progress 112,000
65' Cruising houseboat by Nunes, 20' beam, 671 GM dsl, ferry conversion w/potential & charm. A project in process, has berth 62,500/offer
45' CHRIS CONST. very low hrs on V8s, gen 59,500
43' MATTHEWS FB 55,000/offer
42' CUST. TRWL, Cat. 6 dsl, strong 24,500
38' CHRIS CRAFT Commander, F/G-twins grt liveaboard/cruiser Ask 60,000
38' TOLLYCRAFT cabin trawler w/twin turbo diesels, F/B, v. nice 59,500
38' CHRIS CRAFT SEA SKIFF, fresh engines, just hauled 18,000/ofr
34' STRIKER, steel, twin w/commercial crab/salmon license Ask 60,000
33' DONZI Z-33, twin 454s, ++ 64,500
32' DRAGON LADY by Fung. All teak cruiser, copper fastened, dsl, near new condition 23,500

30' STEPHENS, '37 classic, nice 18,500
30' TOLLYCRAFT FB, twins, fg. 23,500
30' CHRIS CAVALIER, exc cond 12,750
30' MONTEREY twl, 271 GM dsl, radar, very nice, w/SF Fisherman's Wharf berth 12,000/offer
29' TOLLY CRAFT, F/B cruiser, twins, estate sale 11,950
28' BAYLINER, f/g, F/B 15,300
28' CARVER, F/B cruiser 18,500
27' REGAL Ambassador, '93, w/trlr 26,000
27' CHRIS Sed Skiff, VB, nice 12,500
26' SABERCRAFT Cruiser, new power, GPS & more, nice 7,500 abo
25' DDNZI REGAZZA, w/trlr, only 85 hrs extra clean ABW 27,500
24' BAYLINER Gera w/trlr 15,500
24' SEA RAY HT Express w/trlr 8,500
24' MARIAH CUOQY, 1976, i/o 28,500
24' SEARAY, SRV 240, v. clean 10,500
22' BAYLINER EXPLORER, trlr 14,500
22' FORMULA 31S, i/o 15,000
20' SKIPJACK, VB, i/o, trlr 13,250
20' BOSTON WHALER DUTRAGE, trlr, consol, O/B, loaded Ask 11,450
THESE & MORE AT OUR DOCKS & ELSEWHERE

AT OUR DOCKS

NIGHTWATCHER



HOWARD I. CHAPELLE SCHOONER

Launched 1978, 42' LOD/50' LOA. Impeccable condition. Diesel. Rigged for shorthanded sailing. Wood/coal stove. Exceptionally well built: Douglas fir, white oak, black locust, bronze, lead. VHF, SSB, depth, double bunk and four singles, and much more. An outstanding value.

Asking \$65,000.



ISIS

60' FIFE MASTHEAD CUTTER

in block iron by DeVries Lentsch, Holland. Freshly rebuilt 1938 classic. Rig, deck, plotes, Cummins diesel ALL NEW. Stirring performer, remarkable history. **Asking \$195,000.**

We are doing really well and would love to sell your boat too.

Just Call!

Mudshark Bites the Whole Enchilada

Stop by and see us in booth
#169-171
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April 14-18 in Jack London Square

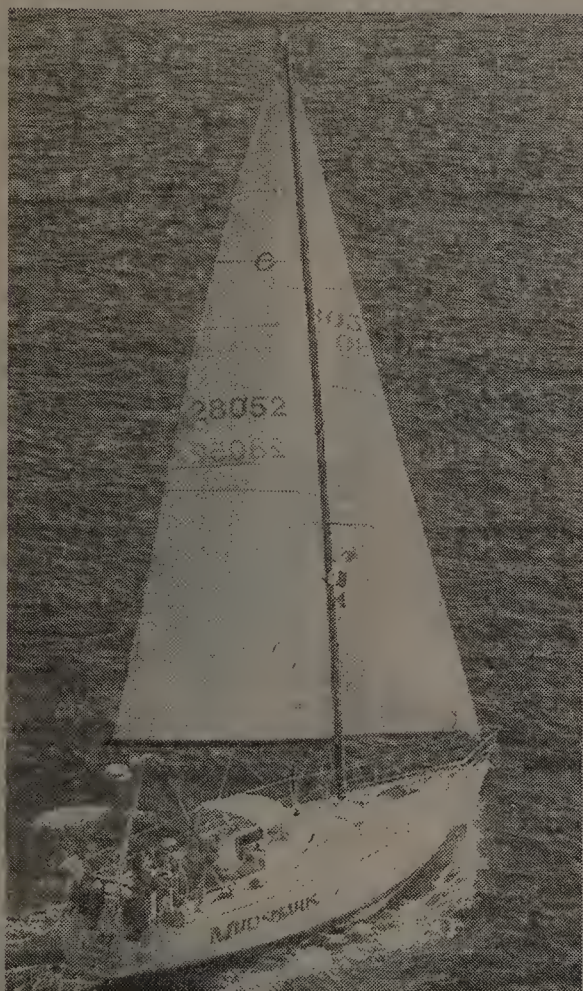


photo: Tom Lyon

*Mudshark**

Mudshark, Dave Fullerton and Beki Thomson's Express 37, placed first in the 'prestigious' Enchilada Division of the Baja Ha-Ha rally down to Cabo San Lucas.

Dave began racing on a 24' Islander Bahama. When the crew complained that the sails behaved like paper towels - soft and absorbent - a 20-year association with Pineapple Sails began. He then raced for years on his Ranger 26 and ultimately he and Beki decided on an Express 37. They wanted to go cruising. Competitively, of course.

They added 'the world's most perfect' main, two jibs, and, to facilitate use of the twelve-year-old Pineapple spinnaker that came with the boat, a spinnaker sock, all from Pineapple Sails. According to Dave, the sock is as valuable as their autopilot! Because it is reliable and well engineered, they soon learned they could do all their downwind sailing with their spinnaker. Their sets, gybes and dowses would always be under control. No more motoring for them!

Mudshark's performance is a testimony to Pineapple Sails' commitment to quality and service - and our commitment to long term customer relationships.

YOUR DEALER FOR: Musto Foul Weather Gear & Headfoil 2

Sails in need of repair may be dropped off at:
West Marine Products in Oakland
Svendsen's in Alameda & Bay Riggers in Sausalito



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Phone (510) 444-4321

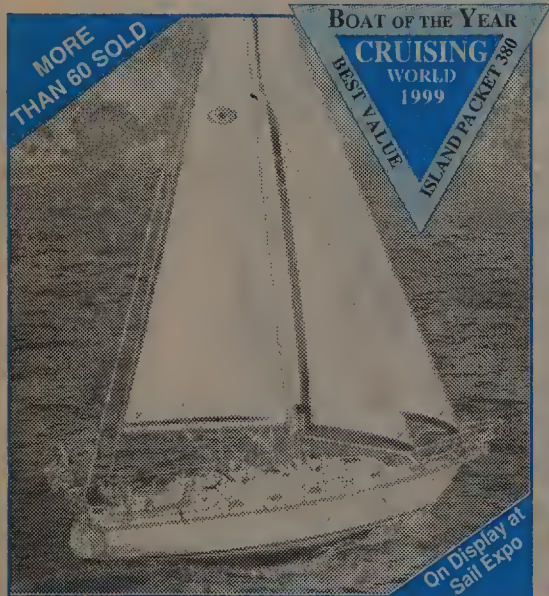
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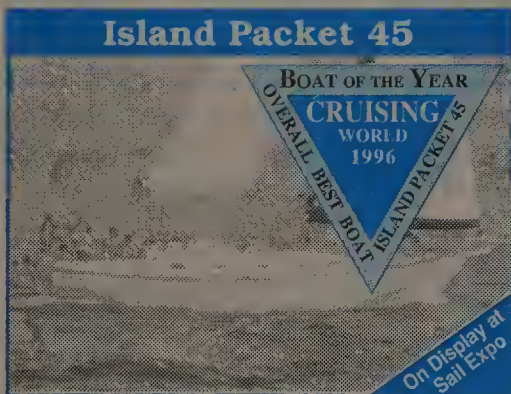
Island Packet 380

As of 3/17/99 Island Packet had received 60 orders for the 380 since its introduction last fall. The 380 is successful because *everything* about the boat works exceptionally well. For example, the bookshelves have room for real-world books and the galley sinks are not likely to slop water out while underway. The forward berth is easy to make up and its foot hinges up for quick access to storage. The ice box is compartmentalized for easy access. The interior lives as though the 380 were a much larger boat; nothing is cramped. The innovative staysail boom assures a proper set all the time. The refined underbody allows the boat to slip through the water with very little turbulence while the sturdy rack and pinion steering provides fingertip control.

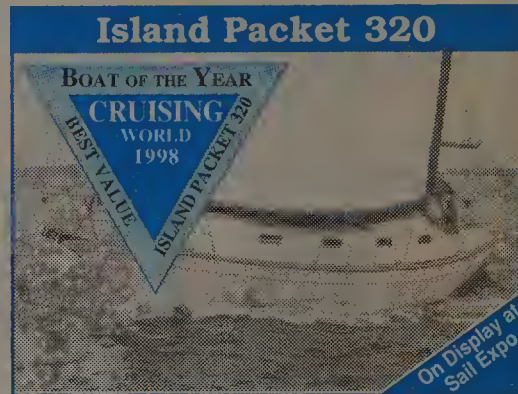
At the end of the day, all the little things on the 380 add up to a boat that far exceeds the sum of its parts. The judges for *Cruising World* magazine agreed by voting the 380 the Best Value in a Cruising Boat for 1999 in their Boat of the Year awards.

The annual Island Packet price increase goes into effect April 25; reserve a production slot with price protection now.

The Island Packet 45 is a rock solid liveaboard world cruising yacht that will take you anywhere safely and swiftly. In today's market, the 45 is a true bargain. You have to spend a lot more money to get a boat that you can perceive as better in any way. It is unlikely that you can find a more seaworthy boat no matter how much you are willing to spend. The 45 is elegant and spacious. The 45 can be easily sailed by two people and has won two Caribbean 1500 races. The 45 is the only boat to ever win *Cruising World* magazine's Overall Best Boat and Best Value awards. If you want the best in a bluewater cutter, start here.



This gem of a boat does a big job on a small budget. When lounging in the 320, your senses tell you that you are on at least a 37-footer. Like the larger Island Packets, the 320 is a full featured yacht. With features like the Hoyt staysail boom, cutter rig, rack and pinion steering, Poly-Clad hull construction, pre-tinned wiring, mercury bilge float switch, heavy gauge welded tankage, and hand rubbed teak interior, you may feel that the only thing lacking is a higher price tag. This 1998 *Cruising World* magazine's Best Value winner may be all the boat you will ever need to fulfill your cruising dreams.

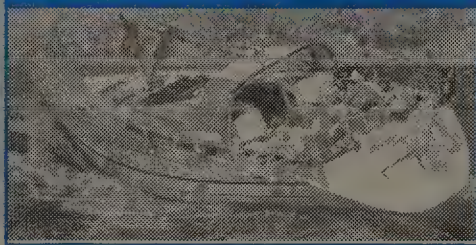


SPECIALTY
YACHTS

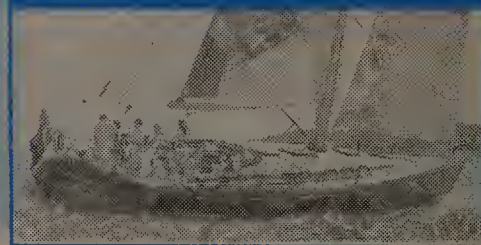
Wauquiez 43 PS



Dehler 41 C



X-612



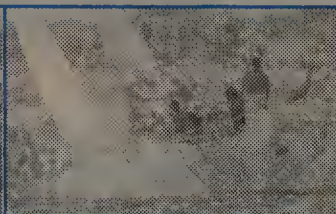
BROKERAGE



BENETEAU 42s7, '95...Call



BENETEAU 35s5, '93...\$89,950



BENETEAU 321, '98...\$87,500



SAGA 43, '98...\$259,000



FARR 38, '83...\$69,000



CATALINA 320, '95...\$75,000


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Including Six Boat of the Year Winners

Beneteau First 40.7

This new Bruce Farr design is a winner. The 40.7 won seven major European regattas last summer including the Major Cup at Kiel Race Week and the Commodore's Cup in the UK. The 40.7 is also a *Cruising World* magazine Boat of the Year winner as the Best Racer/Cruiser of 1999.

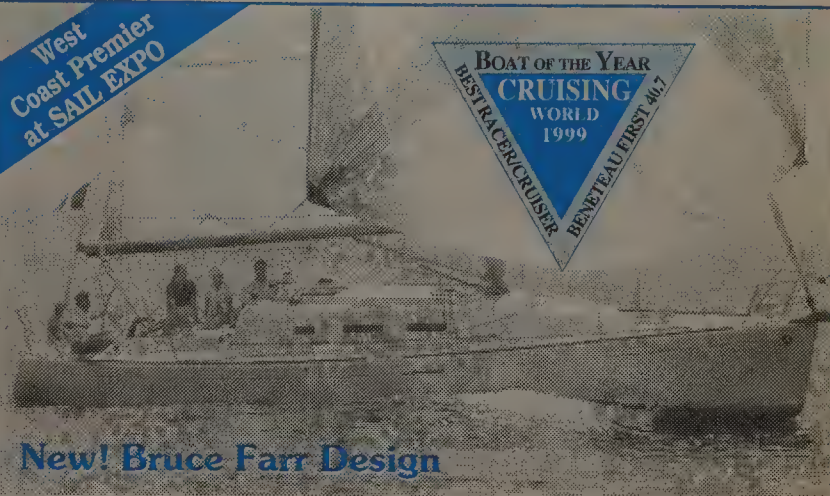
The beautifully finished and equipped 40.7 is equally at home tearing up the racecourse or functioning as the summer home for a cruising family. The furniture grade pear wood interior is comfortably elegant with all the amenities. The deck layout is efficient and you can even get removable cockpit lockers that give a full-on racing crew extra maneuvering room.

When you consider all the fun you can have on the solidly constructed 40.7 along with its high resale value and affordable price, you may find that this all around performer wins the biggest prize of all: your heart.

West Coast Premier at SAIL EXPO

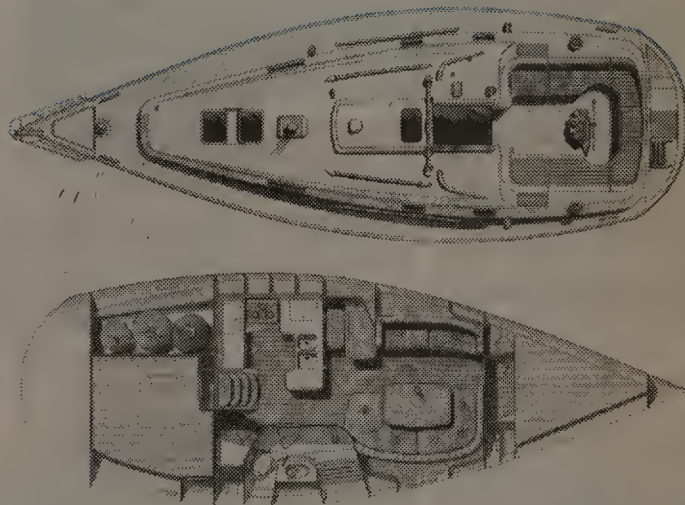
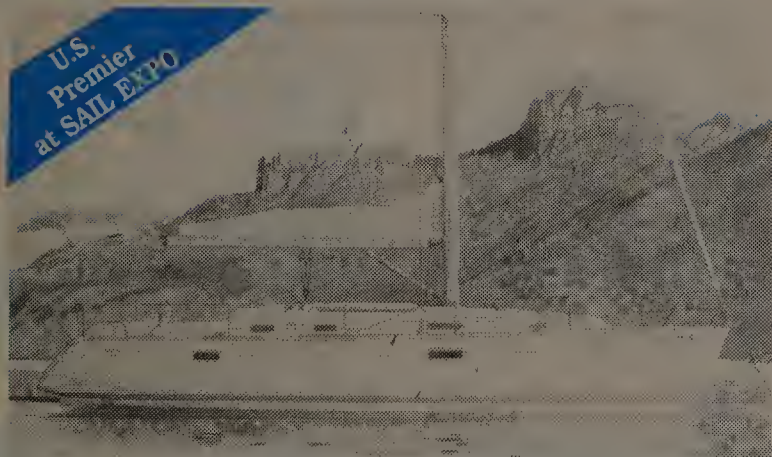


New! Bruce Farr Design



Beneteau Oceanis 361

U.S. Premier at SAIL EXPO



The first Beneteau Oceanis 361 in the U.S. is now at our docks.

The interior is gorgeous, with a satin varnished cherry finish, 6'5" max headroom, forward-facing chart table, separate shower and a 6'7"x6'7" aft berth. The boat has a refined underwater profile, roller furling mainsail and genoa, and primary winches right next to the helmsman. This is the first showing in the United States.

Beneteau 461

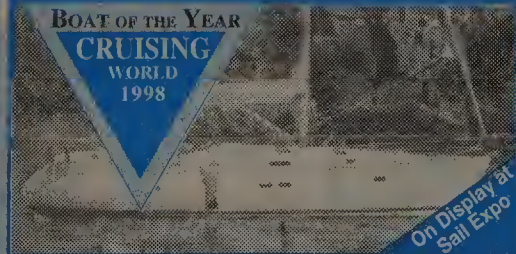
BOAT OF THE YEAR
CRUISING
WORLD
1997



On Display at
Sail Expo

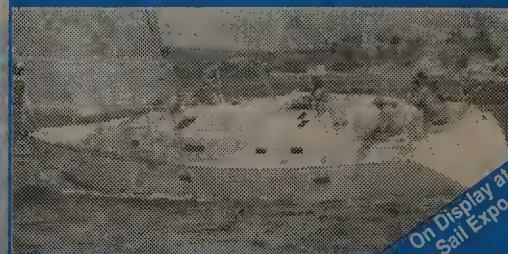
Beneteau 411

BOAT OF THE YEAR
CRUISING
WORLD
1998



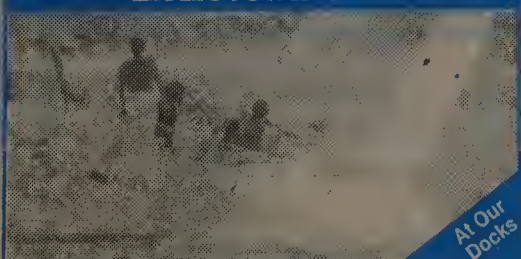
On Display at
Sail Expo

Beneteau 381



On Display at
Sail Expo

Beneteau 321



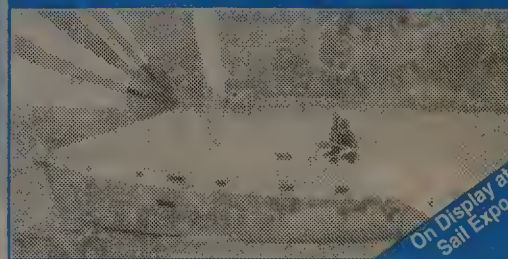
At Our
Docks

Beneteau 40CC



On Display at
Sail Expo

Beneteau 36CC



On Display at
Sail Expo

The Pacific Coast's Largest Catamaran Dealer

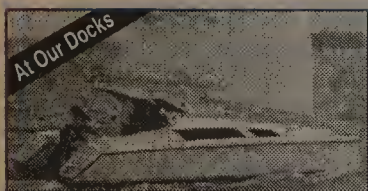
Q Can you name one of the world's two best mid-size bluewater cruising cats?

A LAGOON 410



LAGOON 410 from France (41'x23'6"x3'10"). Sail effortlessly at 10-15 knots. And NO heeling! Also, 8 knots motoring, with superb twin-diesel maneuverability. 3 or 4 cabins/2 or 3 heads. \$291,000 FOB

Some of the 30 Other SAIL & POWER Cruising Cat Models We Represent



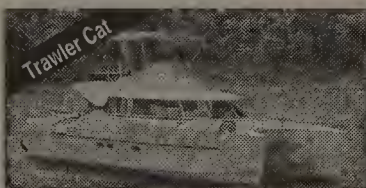
GEMINI 105 Best value & most popular of all 40 cats we offer (34' x 14' x 18"). \$115,000 new FOB. Fully equipd.



ATHENA 38 Fountaine Pajot (38' x 20'6" x 3'6"). Same layout as the 42' Venecia, but \$100k cheaper. \$190,000 FOB.

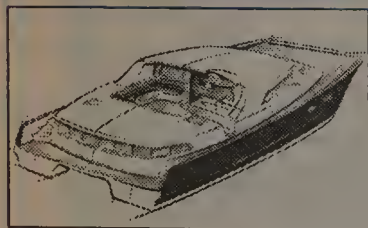


AQUILON 26 'Pocket Rocket' (26' x 15' x 23"). Only 1,950 lbs. Demountable for 8'-wide trailering. Sail 18-22 knots. NO heel. \$80,000 FOB.

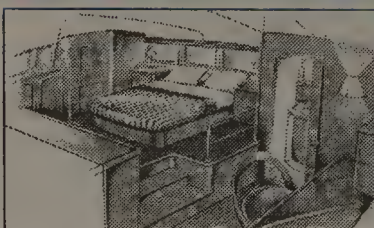


MARYLAND 37 (37' x 17' x 3'6"). Twin dsls (75-140hp). 9-20 kts. 2 staterooms, 2 heads, flybridge & inside helms. Beacheable. \$251,000 FOB.

Coming soon! Lagoon 410 Trawler Cat

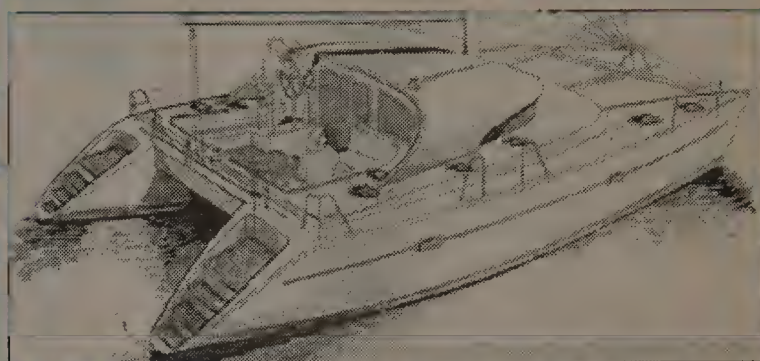


Lagoon's first power cat. (41'x22'x3'6"). Beachable. No rocking and rolling. Huge (10'x22') full-width owner's suite (right illustration) aft of central cockpit. 3 or 4 cabins/2 to 4 heads. 9 to 20-knot cruising w/ various twin-diesel combinations (75hp to 150 hp). First one launches 3/2000. Approx. \$310,000 FOB France



Q Now can you name the other one?

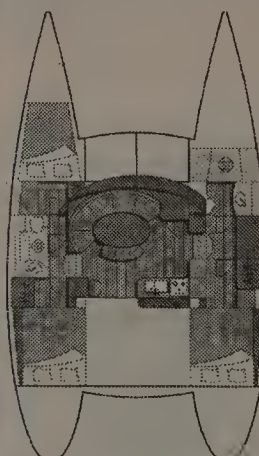
A LAGOON 380



LAGOON 380 The first, all-new Lagoon 380 launches in France in August, 1999. Two savvy Bay Area sailors have already taken advantage of the low introductory price (and saved \$15,000 each!)

This new 'little sister' to the proven Lagoon 410 is only 26 inches shorter than the 410—just 7% smaller, yet \$50,000 cheaper! Same luxurious interior. Same excellent twin-diesel maneuverability. Same bluewater capacity. And an even higher sail-area-to-weight ratio!

(Below.) Check out this special Owner's Version. The entire starboard hull is the owner's suite, including a large head with separate shower. And the port hull includes a guest stateroom, head and 'bonus cabin' forward. This 'bonus cabin' is custom built to your request.



Which 'bonus cabin' (port forward) do you want?

- (Shown) A third double berth sleeping cabin
- Walk-in closet w/floor-to-ceiling storage
- Combination work-bench area with washer/dryer
- Walk-in office with U-shaped desk

Meanwhile, the large salon offers (a) a chart table, (b) dining for six, (c) optional full-function inside helm station, (d) L-shaped galley with sliding window and fold-down counter for direct cockpit serving.

Look! www.cruisingcatsusa.com

Rod Gibbons'
Cruising Cats USA

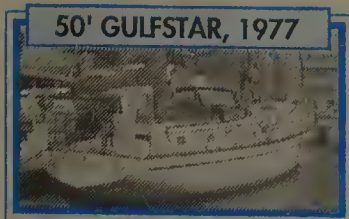
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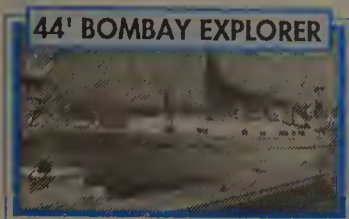


Luxury Sailing At Its "Level Best"



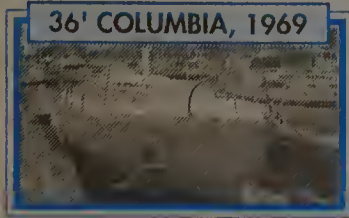
50' GULFSTAR, 1977

A very popular bluewater cruiser.
Located at our dock. Asking \$139,500.



44' BOMBAY EXPLORER

Our most affordable cruising sailboat.
Very roomy with a great layout. \$59,500.



36' COLUMBIA, 1969

A plastic classic in very good condition.
Cruise the Bay, Delta and to Mexico. \$27,500.



30' NEWPORT MkIII

This 1987 model sports a diesel, wheel and
very clean overall. At our dock. \$29,500.



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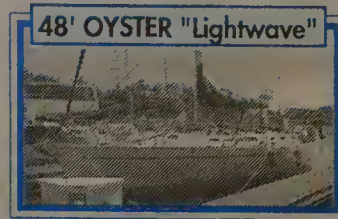
Monohull Brokerage

25' FREEDOM, '84	\$9,950	32' PEARSON 323, '77 ..	\$34,500
27' NEWPORT, '88	\$17,900	33' NANTUCKET, '68	\$25,000
27' NOR SEA, '93	\$39,500	36' COLUMBIA, '69	\$27,900
27' CAL 2-27, '77	\$10,500	37' LAGOON, '93	\$209,000
28' ISLANDER, '85	\$24,900	38' HANS CHRSTN, '78	\$103,900
28' ISLANDER, '77	\$17,900	42' LAGOON, '94	\$174,900
28' PEARSON, '79	\$13,950	43' GULFSTAR, '76	\$95,000
29' J/29, '84	\$22,500	44' BOMBAY EXPLORER	\$59,500
30' NEWPORT, '87	\$29,500	48' LIGHTWAVE, '90	\$289,500
32' ARIES, '81	\$39,500	50' GULFSTAR, '77	\$139,500



43' GULFSTAR, 1976

50' too big? Then take a look at this nicely
equipped 43. Great for cruising. \$95,000.



48' OYSTER "Lightwave"

Oyster's high performance offshore cruiser.
She is ready for far horizons. \$295,000.



38' HANS CHRISTIAN

She's the cleanest we've seen. Recent sur-
vey shows clean. At our dock. \$103,900.



27' CAL 2-27

Just listed! A great Bay boat w/dsl and an
active fleet. At our dock & asking \$10,500.



27' NOR SEA, 1993

Late model center cockpit w/hardly any
use. Great pocket cruiser. \$39,500.



28' ISLANDER, 1985

This is a very clean family cruiser w/dsl,
wheel & many options. At our dock. \$24,900.

Your catamaran experts on
the West Coast. Here's a
small list. Call for more!

36' SOLARIS, '91	\$124,000
37' LAGOON	\$164,500
39' PRIVILEGE	\$169,900
40' NORSEMAN, '93	from \$200,000
40' DEAN, '97	\$265,000
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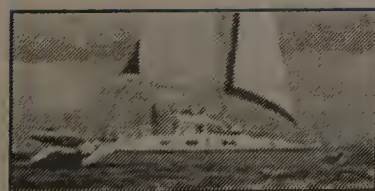


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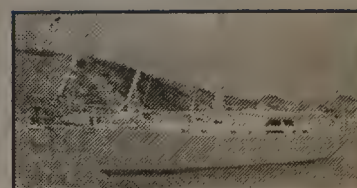
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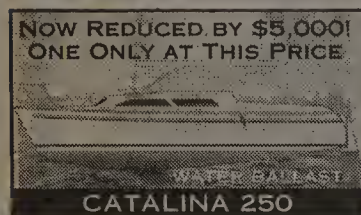
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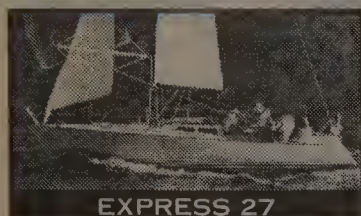
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COVER PHOTO: Rob K. Moore

Another Tequila Sunrise: 'Bushwacking' into Banderas Bay.

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs — anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

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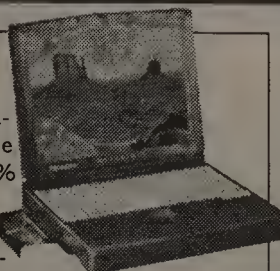


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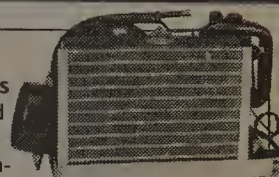
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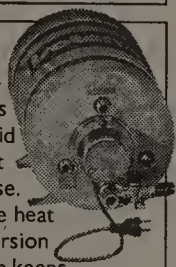
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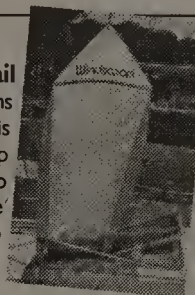
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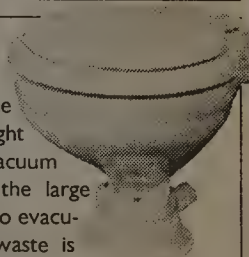
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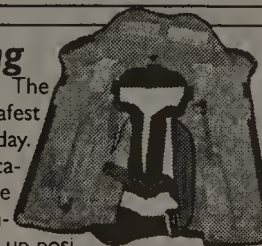
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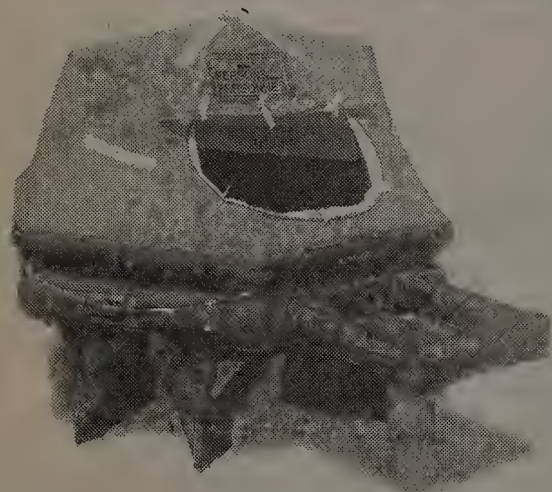
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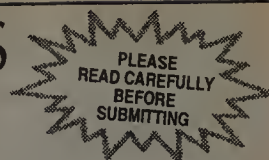
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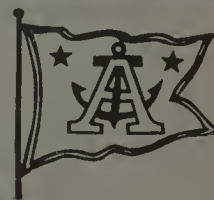
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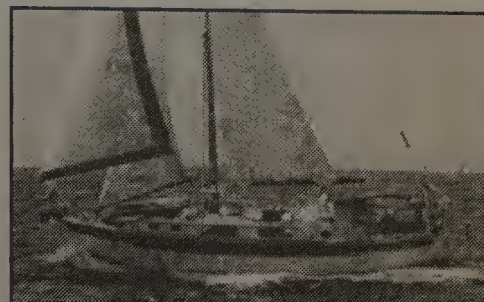
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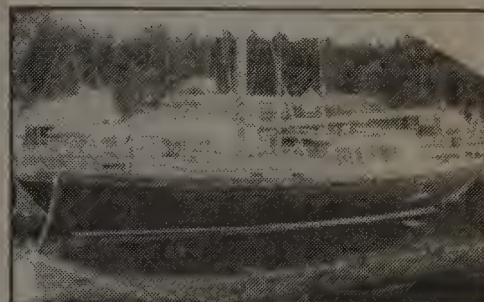
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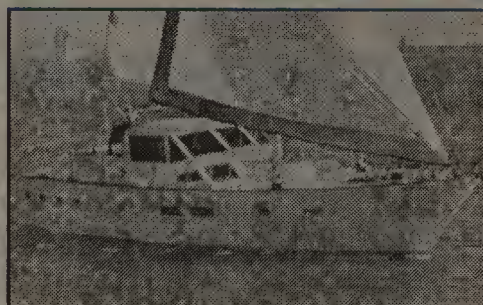
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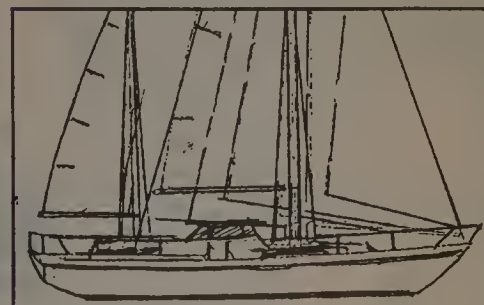
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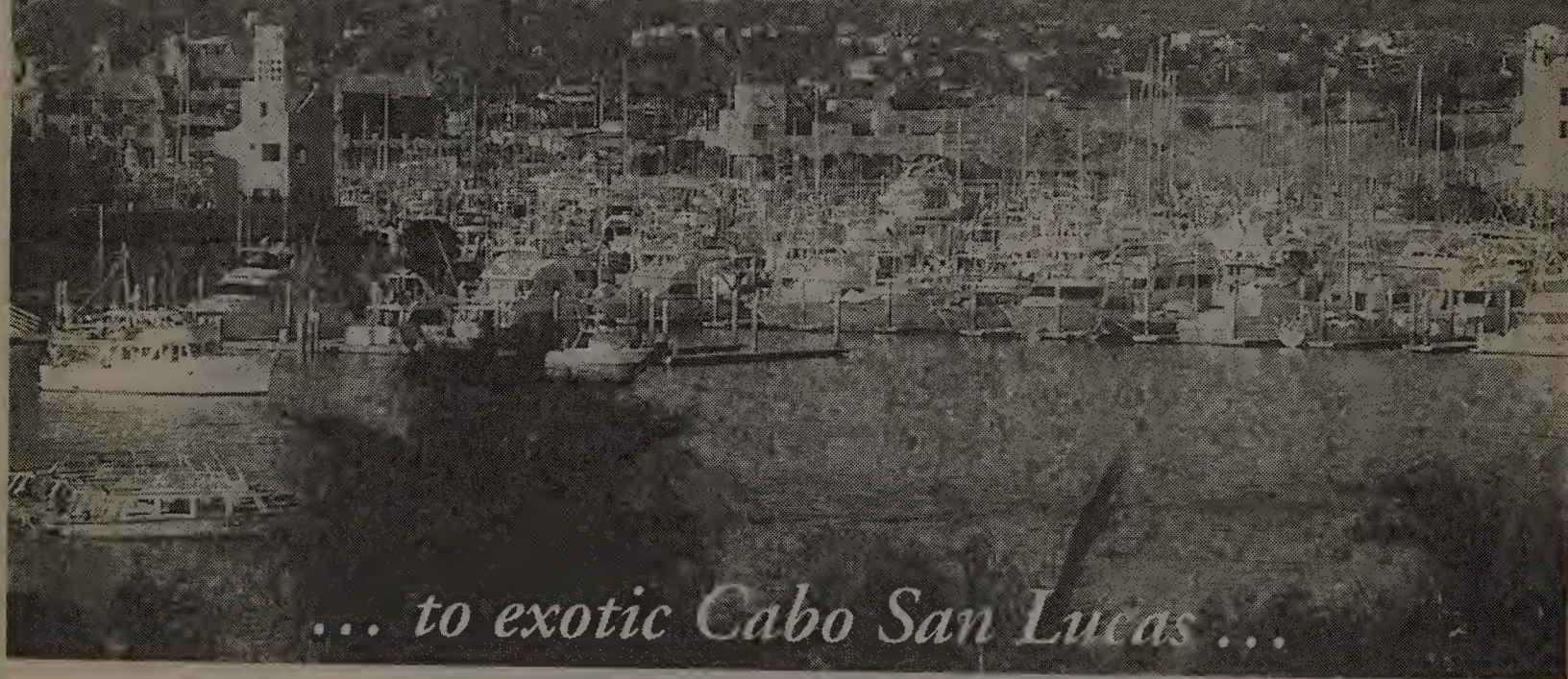
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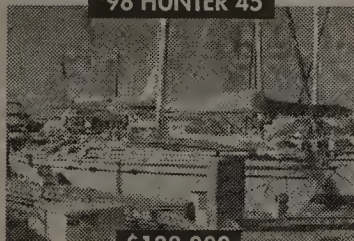


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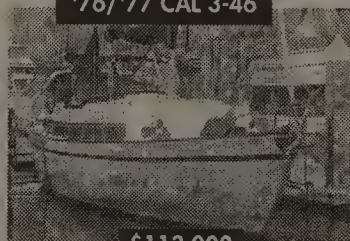
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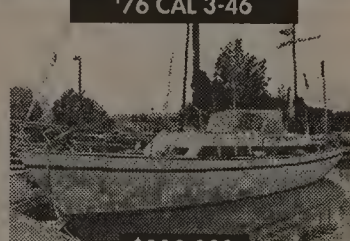
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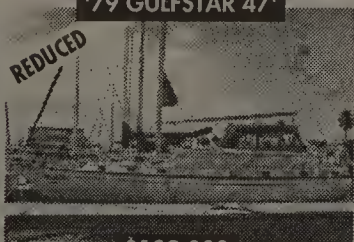
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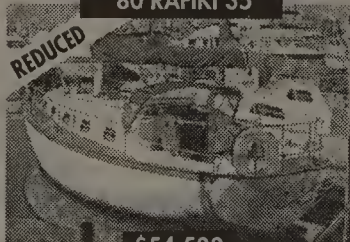
\$110,000

'79 GULFSTAR 47'



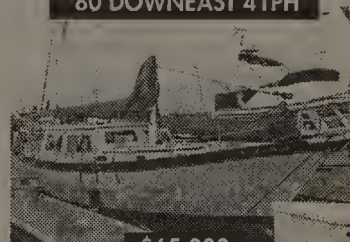
\$139,000

'80 RAFIKI 35



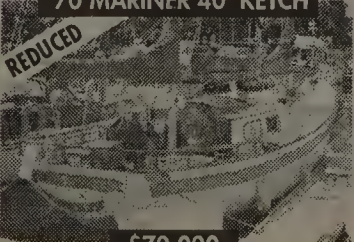
\$54,500

'80 DOWNEAST 41PH



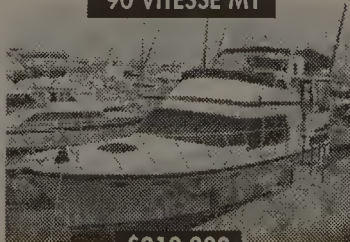
\$65,000

'70 MARINER 40' KETCH



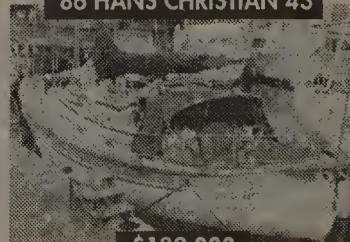
\$70,000

'90 VITESSE MY



\$210,000

'86 HANS CHRISTIAN 43



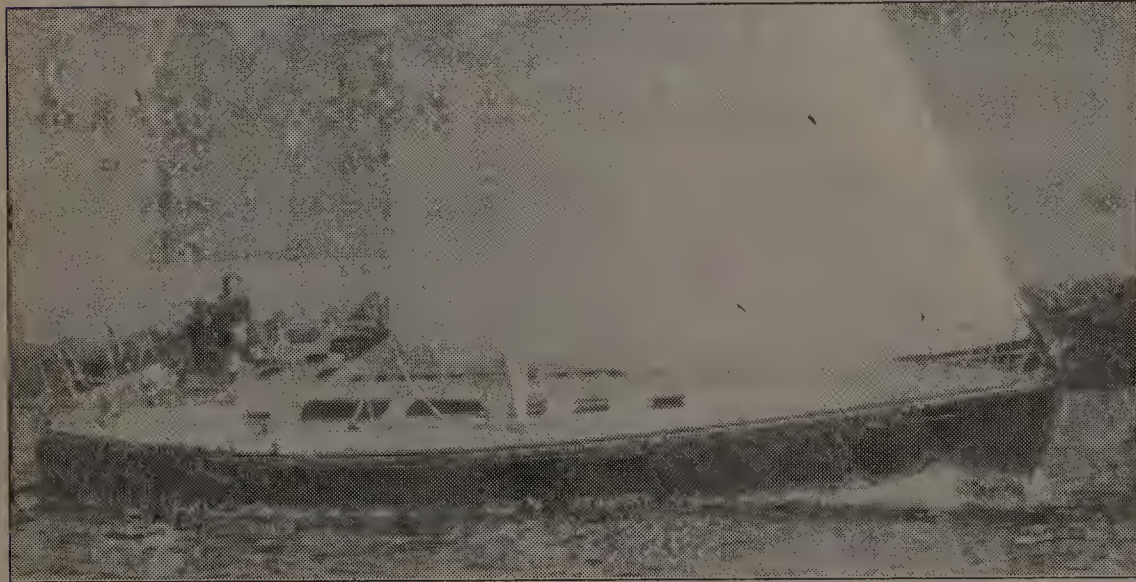
\$189,000

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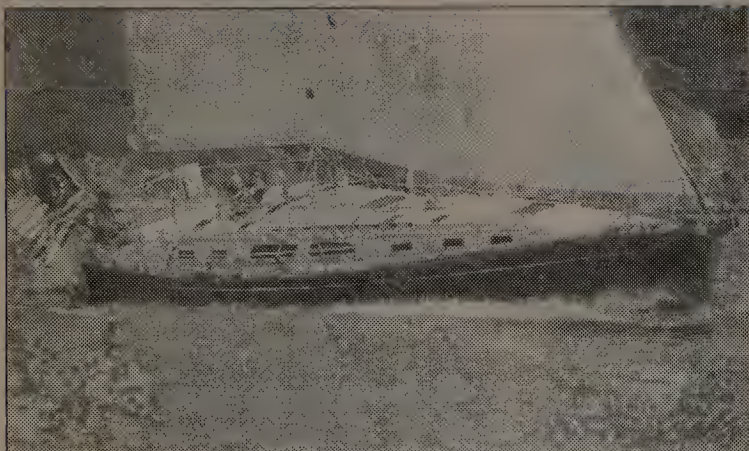
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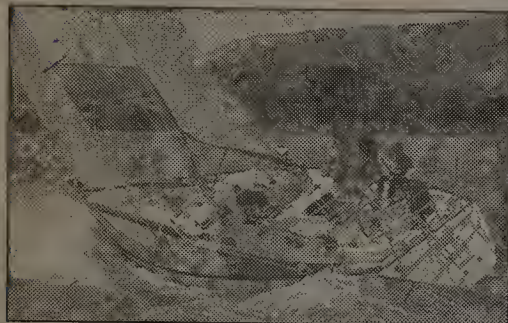
New Zealand Custom 44
Procyon
Exceptional Vessel



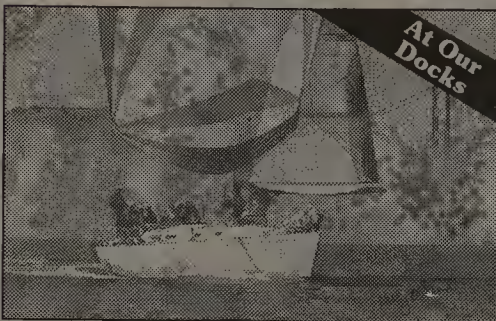
Newport 41S-II
No Name
New Listing



Mason 53
Ariel
Two-Couple Cruising



Baltic 51
Rascallion
Comfortable Cruising



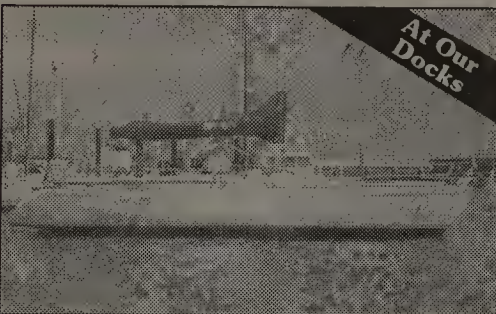
Santa Cruz 52
Marda Gras
Every Amenity Possible



Custom MacGregor 65
Phoenix
Complete Refit



Donovan 30
Wolfpack II
FAST racer.



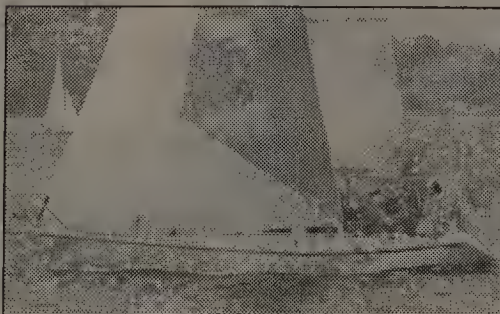
Swan 39
Orion
Price reduced. Make offers.



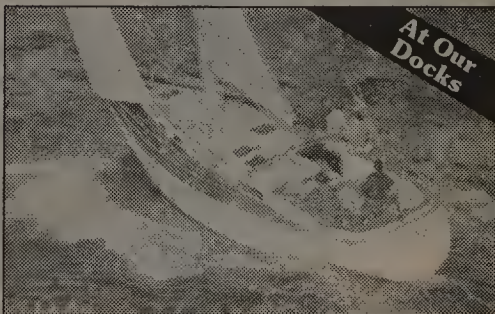
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Nonchalant
Like new.



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Spirit
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Baltic Yacht owners demand that their yacht be created, not just built, to their expectations. Nothing less.

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The construction of these yachts has to be the very best the industry can offer. This means using the finest materials in the world, the latest technologies, and craftsmanship the builders themselves consider working art. Beautiful to look at, but oh the feel of the helm.

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Baltic 60 - Bruce Farr Design
Light/Medium Displacement, Fast World Cruiser

Baltic Brokerage Yachts



BALTIC 42s

DOUG PETERSON DESIGN.

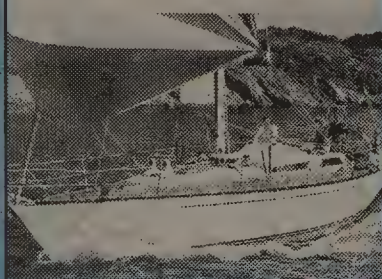
1) 1982: The best equipped and maintained Baltic 42 on the brokerage market. Two cabin layout with ensuite heads, pilot berths in salon, B&G electronics, complete racing/cruising sail inventory. 1100 engine hours. Max prop. \$240,000.

2) 1981: West Coast Asking \$169,000.

PRINCESS

BALTIC 48' 1986.
DOUG PETERSON DESIGN.

The only 48' on the brokerage market! Three stateroom layout, with the middle stateroom converted by the factory into an office/library with teak desk, computer and printer. Teak decks refurbished 1997 by craftsmen from Baltic Yachts. All the conveniences of home. Asking \$395,000.



AQUILA

BALTIC 38' 1983.
DOUG PETERSON DESIGN.

Only Baltic 38 DP currently available with Keel/Centerboard configuration (8.16' down/5' up). Maintained to the highest standards w/constant upgrades. B&G up to date instruments. Epoxy barrier coat and MICRON bottom paint (1996). Well equipped for cruising and racing. \$145,000.

ROCKSTEADY

BALTIC 35' 1985
JUDEL/VROLIJK DESIGN.

Racing Tall Rig. No teak decks, set up for short handed sailing with two AUTOHELMS (4000 wheel & 6000 linear), extensive sail inventory, EPIRB. Asking \$115,000.



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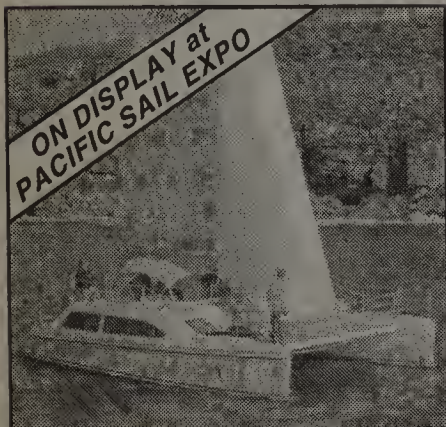
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Seawind 1000 and
New 1200 (41')



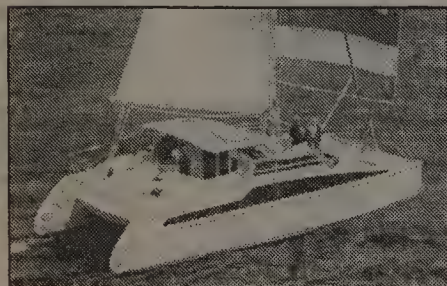
Our new Seawind has just arrived. A real performer. A sensible bluewater catamaran. Come by, take a ride and see for yourself.

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47' McIntosh, '86. \$214,000.



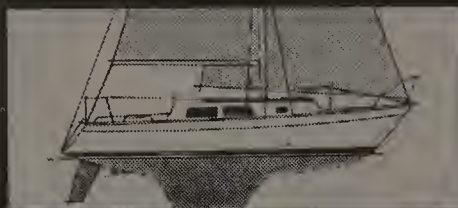
38' Bristol. \$58,500.



C&C 31, half ton. \$16,500.



F-28R Demo, '97. \$77,750.



Cal 2-30, diesel, lotsa sails. \$16,500.



35' Southern Cross. \$79,500.



55' Fibersteel Motorsailer. \$100,000.



47' Cutter. Brand new in '98. \$119,900.

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Hull #142. Full equipped. Trailer.
Asymmetrical spinnaker, solar panel, bimini.
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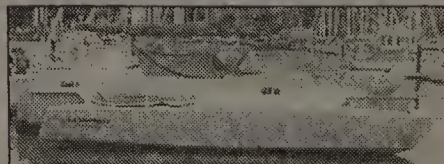
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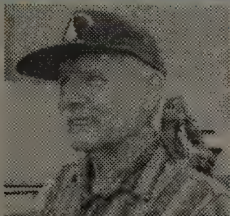
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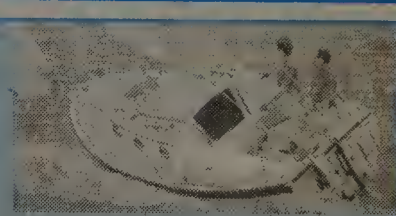


Way back in the late '50s, I became interested in sailing. I went down to L.A. to look at boats and went to Peggy Slater's brokerage. Peggy was a lady sailor that you would never forget and she made a lasting impression on me. She was a real good sailor and with a burly physique.

I recall asking her about a boat she had for sale. It was probably around 28-ft. long. I asked her if the boat was seaworthy enough to be sailed up the coast to San Francisco. I still remember her words, "Well the boat can make it, but I'm not sure about you." That convinced me! I better get some sailing experience. I bought a trailerable sailboat, got lots of experience, and went from there.

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- Best construction, hand laid-up fiberglass
- Shoal draft, fixed keel, 1340 lbs ballast
- Bow & stern pulpits w/lifelines
- 7' 2" cockpit
- Tiller steering, outboard kickup rudder
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- Bulkhead-mount dining table
- Teak and holly cabin sole
- 4 adult-size berths w/3" fabric cushions
- 11 gal deck filled water tank
- Hideaway galley w/ss sink and stove
- Marine head w/holding tank
- Electrical package including navigation lights
- SS boarding ladder

Reg. \$24,994 **SALE \$18,994**

SAVE \$6,000 IN APRIL!
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• SELECTED BROKERAGE •

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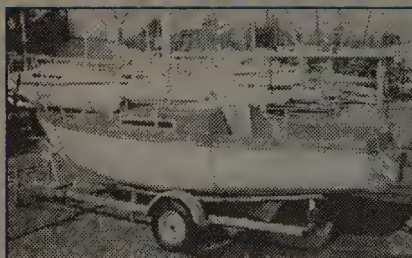
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All shows are at the Stockdale Marine Theatre at 7:30 p.m.

April 2: The Story of the Black Hand Crew

May 6: Cruising to Mexico with Charlie's Charts

May 7: Cruising the British Columbia Coast to Glacier Bay, Alaska



VENTURE 17

With trailer. Swing keel.
Main, jib and genoa.
1969 but good condition.

\$1,995.



NEPTUNE 24, 1978.

With trailer. Shoal draft ballasted keel with daggerboard. Main, 2 jibs, 2 genoas. 6 hp outboard motor. Very good condition. Sleeps 6. Priced right for a quick sale at **\$6,950.**



CATALINA 27, 1978.

With trailer and 2 person mast raising system. Main, jib and genoa. 15 hp OMC inboard sail drive engine. Good condition.

Price just reduced to **\$12,950.**

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| 13' Cyclone | 23' Ericson (2) |
| 13' Chrysler Pirateer | 23' Santana 2023 |
| 14' Force 5 | 24' Venture |
| 14' Capri (2) | 24' Neptune |
| 15' Coronado (3) | 25' MacGregor |
| 15' Windmill | 25' Bayliner |
| 16' Glen L | 25' Lancer (3) |
| 16' Snipe | 25' Catalina (2) |
| 16' Com-Pac | 26' MacGregor |
| 16' Newport | 26' Luger |
| 17' Venture (2) | 27' Catalina |
| 21' Venture (2) | TRAILERABLES |
| 21' Clipper | W/O TRAILERS |
| 22' Venture 222 | 7' Cape Cod |
| 22' Catalina (4) | Frosty |
| 22' Santana | 8' Livingston |
| 23' Newport | 11' Ace Row Boat |
| 23' Acquarius | 14' Force 5 |

25' O'Day

MULTIHULLS

- 14' Hobie (2)
- 16' Hobie (6)
- 16' Newport
- 16' Wind Rider Tri
- 17' Nacra 5.2

POWER BOATS

- 14' Lonestar
- 15' Trailerboat
- 17' OMC Deluxe
- 26' Reinell

★ BAY & BLUEWATER BOATS ★

25' O'DAY 27' ROBERTS 27' CATALINA

CATALINA 400 MkII

The 400 MkII received major changes for '99. Many of the new ideas used in the 470 have been brought to the 400 MkII.

Modern styled cabinets and cushions will give the interior a new richer feel.

You can look forward to:

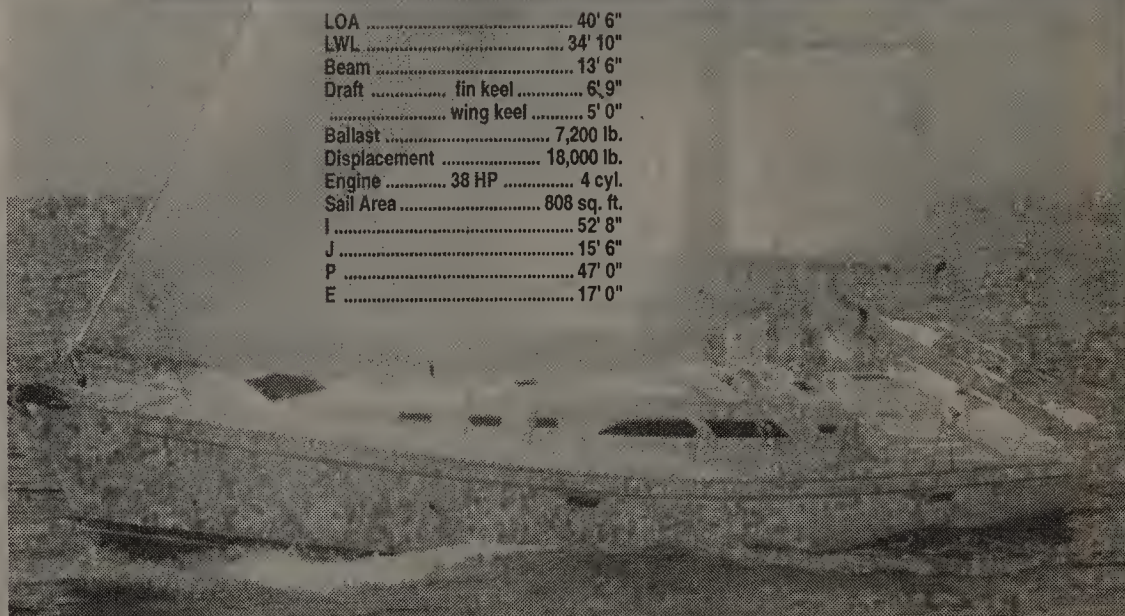
- Roomier interior
- Larger engine – 56 hp
- Dual independent steering systems
- New deck
- Larger stern lockers
- Improved cockpit table
- New instrument panel
- New style salon cabinets
- Port at galley
- Hood over stove w/filters
- Easy access engine cover
- More galley cabinets
- Improved companionway
- Deluxe style cushions

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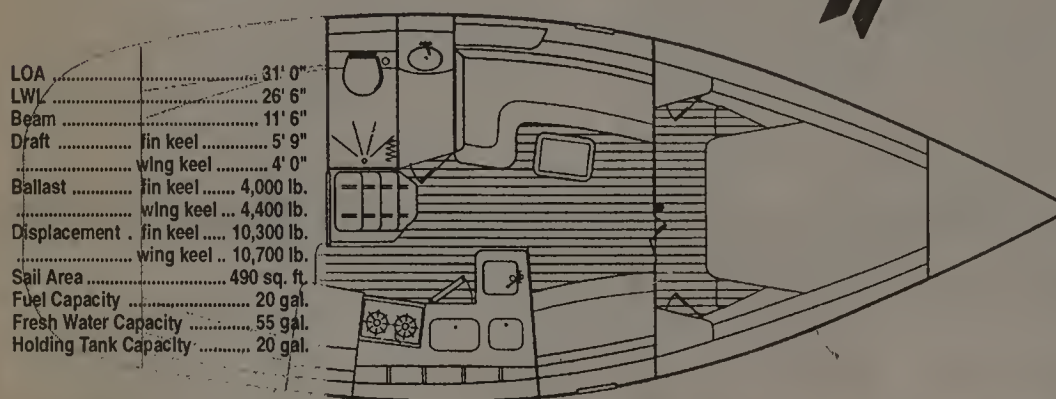
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1070 MARINA VILLAGE PKWY #104, ALAMEDA, CA 94501

LOA 40' 6"
LWL 34' 10"
Beam 13' 6"
Draft fin keel 6' 9"
..... wing keel 5' 0"
Ballast 7,200 lb.
Displacement 18,000 lb.
Engine 38 HP 4 cyl.
Sail Area 808 sq. ft.
I 52' 8"
J 15' 6"
P 47' 0"
E 17' 0"



Catalina Yachts



LOA 31' 0"
LWL 26' 6"
Beam 11' 6"
Draft fin keel 5' 9"
..... wing keel 4' 0"
Ballast fin keel 4,000 lb.
..... wing keel 4,400 lb.
Displacement fin keel 10,300 lb.
..... wing keel 10,700 lb.
Sail Area 490 sq. ft.
Fuel Capacity 20 gal.
Fresh Water Capacity 55 gal.
Holding Tank Capacity 20 gal.

New for '99...

CATALINA 310

New for '99, the 310 was designed with the couple in mind. The boat won't sleep six. The interior is large with two separate "real" double beds. With less beds there is more room for a separate shower, larger galley and more storage.

★ ★ OPEN BOAT WEEKEND • APRIL 10-11 ★ ★



1992 WYLIE CAT 39



CATALINA 36, 1987



32 BRISTOL KETCH, 1978



1995 CATALINA 400

★ BROKERAGE ★

SAILBOATS

40' Catalina 400, '95	154,900
39' WylieCat, '92	138,500
36' Catalina, '86	59,500
36' Islander, '79	PENDING 39,900
33' Ranger, '76	Inquire
32' Catalina 320, '96	79,000
32' Bristol Yawl, '78	36,500
32' Catalina 320, '94	76,000
30' Canadian Sailcraft, '88	34,900
30' Hunter, '93	51,500
30' Nonsuch, '81	57,500
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New Catalina Yachts in stock

1999 Catalina 320

1999 Catalina 36 MkII • 1999 Catalina 380

New Catalina Yacht Coming Soon

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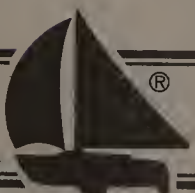
Catalina // Yachts

CATALINA

22, 250 KEEL,
250 WATER BALLAST,
270, 28MKII

CAPRI

US SABOT, WAVE, 13,
14.2, CORONADO 15, 16,
16.5, 18, 22, 23.5, 26

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H-212 H-170 H-140 H-90

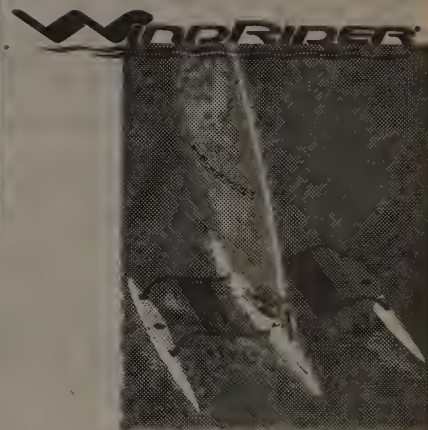
Escape

Hobie
13 Wave, 14, 16,
17, 18, 20, 21



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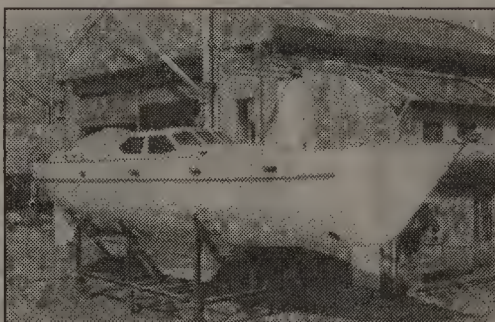
TAYANA

**ASK THE SAILOR
WHO OWNS ONE!**

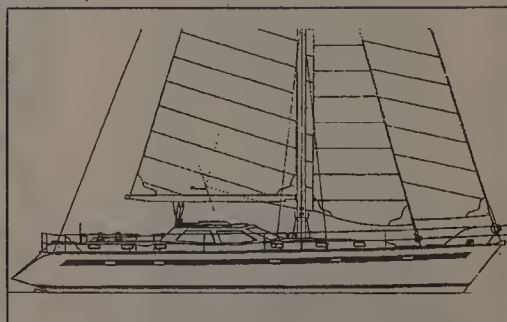
58 TAYANA CUTTER • 3 MODELS



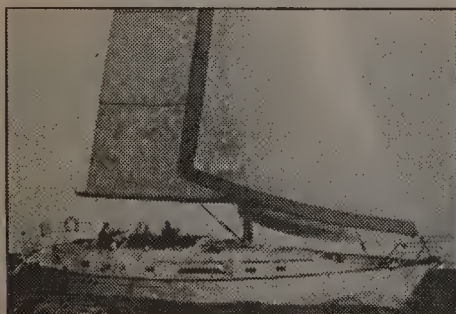
58 TAYANA CENTER COCKPIT CUTTER
New design. Cruising winner!!!



58 TAYANA DECK SALOON CUTTER
Custom model. Explore design!



58 TAYANA PILOTHOUSE CUTTER
Beautiful design. 2 nav. stations. Ask about this one.



48' TAYANA CENTER COCKPIT CUTTER

The 48' Tayana center cockpit cutter has proven to be our most popular Tayana! This sailboat is fast, comfortable, roomy, superbly detailed and a great offshore cruiser! Buyers of this boat have the advantage of the customization privilege. The new 48' Tayana is Robert Perry designed and attractively priced at \$305,000. It will be our pleasure to supply details.

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37' Aft Cockpit & Pilothouse Cutter
42' Center and Aft Cockpit Cutter
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55/58' Center Cockpit Cutter
58' Pilothouse Cutter
65' Center and Aft Cockpit Cutter

Sail comfortably in a cruising pilothouse
SMOOTH • FAST • COMFORTABLE
Get what you want! We customize – ask us how
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ASK FOR DETAILS



32' TAYANA PH CUTTER, '99 Robert Harris design. 2 stations, sleeps 4, 2 S/Rs, 27hp Yanmar diesel. Details on request.

Hugh Jones, the old pro, advises,
"Our sailboat brokerage inventory is real low. We're just about sold out! 35 years brokerage experience sells boats! Give us a try, please."



55' TAYANA CENTER COCKPIT CUTTER, '85 Loaded w/equipment, 3 staterooms, 2 heads, includes gen., air cond., compressor, dinghy, watermaker. Cruise ready. \$279,000.



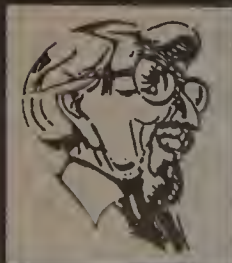
36' MAGELLAN KETCH
Angelman designed. Includes diesel engine, furling jib, full keel cruiser. Good shape. Make offer.



41' CT CENTER COCKPIT KETCH
Clean and well kept. 62hp Perkins w/low hours. Two staterooms, two heads. Spacious interior, stiff cruiser. Make offer!



37' TAYANA Mk1 CUTTER, '76
Really great cond., radar, windvane, GPS, new dodger, jib furling, refrig, more. \$75,000.



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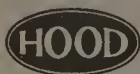


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CALENDAR

Nonrace

Apr. 1 — An Evening with Gary Jobson, presented by West Marine, 7 p.m. at Corinthian YC (Tiburon). Jobson, the 'Walter Cronkite of Sailing', will speak on a variety of topics including the last Whitbread Race, the upcoming America's Cup and his '96 Antarctic expedition. Tickets are \$10. Info, 435-4771.

Apr. 2 — "The Story of the Black Hand Crew," a free slide show by Robert Pelz about delivering the 43-footer *Pretty Woman* from Seattle to San Francisco. Stockdale Marine Theatre (Sacramento), 7:30 p.m. Call (916) 332-0775 for details.

Apr. 2 — Date change: Hogin Sails 20th Anniversary Champagne Celebration, 5-9 p.m. Info, (510) 523-4388.

Apr. 3 — Nautical Flea Market at Alameda YC, 8 a.m. to 1 p.m. Linda Wheeler, (510) 521-7516.

Apr. 3 — Triton Annual Spring Cruise to Vallejo YC. Dinner at 6 p.m. (\$8 per person). Ann Gilleran, (707) 257-8106.

Apr. 8 — Latitude 38 Crew List Party at Corinthian YC, 6-9 p.m. See the Crew List article near the middle of the magazine for more info or call us at World Headquarters, (415) 383-8200.

Apr. 10 — Flea Market at the Sausalito West Marine, 8 a.m. to 3 p.m. Info, 332-0202.

Apr. 10 — OYRA Crew Party at Golden Gate YC, 2-6 p.m. Free food, safety and tide demonstrations, get hooked up with an ocean program. Doug Storkovich, 485-1674.

Apr. 10-11 — Marina Village Open Boat Weekend, new and used sailboats. Harbormaster, (510) 521-0905.

Apr. 11 — Flea Market in the parking lot at the Santa Cruz West Marine, 8 a.m. to noon. Info, (831) 476-1800.

Apr. 14-18 — Third Annual Pacific Sail Expo at Oakland's Jack London Square. The largest all-sail show on the West Coast, featuring over 300 sailing businesses from across the country. See Sightings. Info, (800) 817-SAIL.

Apr. 15 — Tax Day. Ease the pain by going to Sail Expo.

Apr. 17 — Encinal YC's Nautical Flea Market, 8 a.m. to 3 p.m.; \$15 for vendor spaces. Info, (510) 522-3272.

Apr. 17 — Sausalito YC Crew Party, 7 p.m. Make connections for the upcoming Tuesday Night Sunset Series and more. Frank, 898-6500.

Apr. 18-25 — 16th Annual Sea of Cortez Race Week, non-stop fun and games for cruisers at Isla Partida. About 100 boats are expected for this always-entertaining springtime ritual. Gene or Pat Moni, pngmoni@aol.com.

Apr. 20 — SF Bay Oceanic Crew Group Meeting, featuring Dale Parshall speaking on "Piloting Techniques for Sailboats." Free! 7 p.m. at Fort Mason Center, Room C-210. Info, 979-4866.

Apr. 22-25 — Pacific Power Expo at Jack London Square, including brokerage sailboats. NCMA, (800) 698-5777.

Apr. 24 — Ericson 27 Fleet Cruise to Treasure Island. Bill Lewis, (408) 736-5940.

Apr. 24 — Opening Day on Petaluma River, sponsored by Petaluma YC. Betty Schauer, (707) 766-9880.

Apr. 24 — Booksigning: Beth Leonard, author of *The Voyager's Handbook*, will be at Armchair Sailor (Sausalito) between 1-4 p.m. David or Tamara, 332-7505.

Apr. 25 — PICYA's Opening Day on the Bay. Be careful out there. John Chalfant, 823-6633.

Apr. 25 — Nautical Flea Market at Elkhorn YC. Call Penny at (831) 633-4375 for details.

Apr. 30 — Full moon on a Friday night — yahoo!

Apr. 29 — Community Wooden Boat Building at Lake Merritt, 6-10 p.m. Bring your own project or learn on theirs. Sea-to-Sea, Merritt College. Call (510) 848-5713 for more info.

May 1 — Oakland YC Annual Flea Market, 8 a.m. to 2 p.m. Info, (510) 522-6868.

May 1-2 — Corinthian Women's Sailing Seminar, "The Fundamentals." An all-weekend course for novice females, taught

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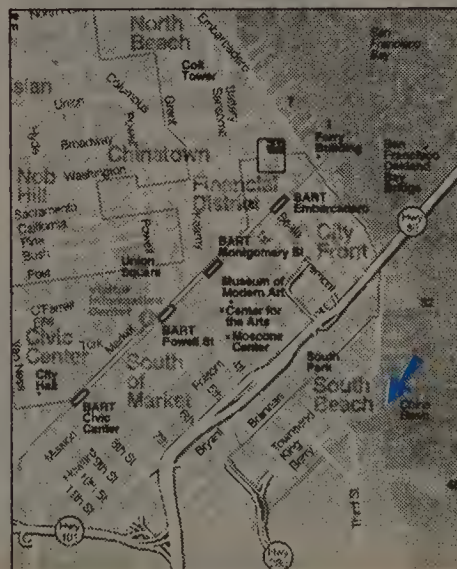
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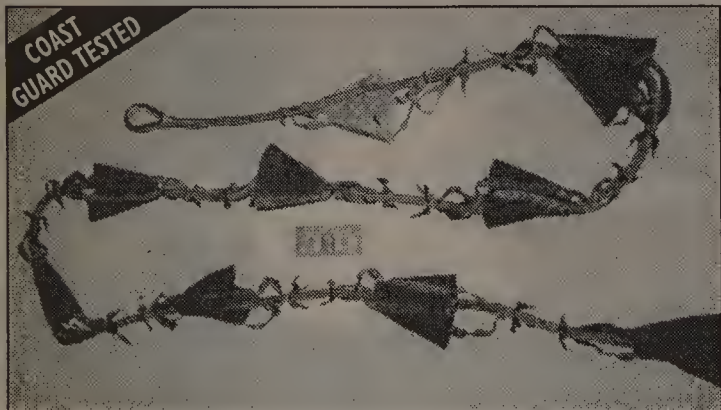
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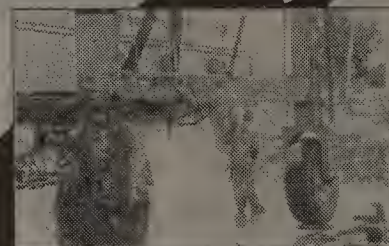
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CALENDAR

at Corinthian YC (Tiburon). Kay Rudiger, 381-4758.

May 6 — "Cruising Mexico with *Charlie's Charts*," a free slide show by Margo Wood (aka Mrs. Charlie's Charts). Stockdale Marine Theatre, 7:30 p.m. Info, (916) 332-0775.

May 7 — "Cruising the British Columbia Coast to Glacier Bay, Alaska," another free slide show by Margo Wood. Same drill as above.

May 8 — Stockton SC Annual Swap Meet & Pancake Breakfast, starting at 7 a.m. Budge Humphreys, (209) 957-4828.

May 14 — Open House/Membership Drive at Berkeley YC, 6-8 p.m. Info, (510) 843-9292.

May 14-16 — DeltaFest at Tower Park Resort. Boat show, classic car show and more. Free! Info, (800) 778-6937.

May 15-16 — Corinthian Women's Sailing Seminar, "Spinnakers & Racing." Advanced techniques for more advanced women sailors. Kay Rudiger, 381-4758.

May 15 — Single Sailors Association new member picnic at Mariner Square, 1-6 p.m. Jim Butterworth, (510) 865-2511.

May 16 — Open House at Oakland YC, 2-6 p.m. Info, (510) 522-6868.

May 22-23 — Second Annual All-Catalina Rendezvous at Angel Island. Bill Eddy, (925) 820-7370.

Racing

Apr. 3 — Doublehanded Lightship Race. Island YC; Janet Frankel, (510) 521-2980.

Apr. 3 — Spring Tune-Up. Richmond YC, (510) 237-2821.

Apr. 3-4 — Collegiate Regatta, hot FJ racing on the Cityfront. Maybe some swimming, too. StFYC, 563-6363.

Apr. 3-4 — Spring Tune-Up. Encinal YC, (510) 522-3272.

Apr. 10 — *El Año Cuadragésimo-seis Gran Concurso Barco-Toro*, which we're told translates to the 46th Bullship Race for El Toros. Starts at 8 a.m. in Sausalito, ends off the StFYC harbor breakwater. Duncan Carter, (510) 945-6223.

Apr. 10 — SSS Singlehanded Farallones Race, alone to the Rockpile and back. Terry McKelvey, (510) 527-9433.

Apr. 10-11 — Elvstrom-Zellerbach Regatta for Finns, Euros, IMCOs and Lasers. StFYC, 563-6363.

Apr. 10-11 — Finn Midwinters West, a Pre-Trial painfest. Richmond YC, (510) 237-2821.

Apr. 10-11 — Resin Regatta. Invited classes are the Newport 30s, Cal 29s, Santana 22s, Cal 20s, Knarrrs, Melges 24s, 11:Metres, Etchells, Express 27s, J/24s and IODs. San Francisco YC, 435-9133.

Apr. 11 — 4th Annual Cutty Sark Race in Carquinez Strait. Benicia YC, (707) 746-1052.

Apr. 11 — Around Alone, Leg IV: Punta del Este back to Charleston, SC. The last gasp for this jinxed race — possibly forever? Follow the action on www.aroundalone.com.

Apr. 11 — Spring SCORE #1. SCYC, (831) 425-0690.

Apr. 14-18 — Olympic Pre-Trials: Star (StFYC), Finn (RYC), Laser and Europe (SFYC). A must-attend event for serious Olympic campaigners. Gold Rush 2000; Matt Ciesicki, 674-4332.

Apr. 15, 1989 — Ten Years After, from the May 1989 *Racing Sheet*: "The first ocean race of the summer, Island YC's 25-mile Lightship Race, was pleasantly easy. So easy, in fact, that Jonathan 'Bird' Livingston and Patrick Vincent sailed their 505 *Punishment Pony* out to the Bucket and back with the fleet, rounding seventh and 'finishing' fourth boat-for-boat. "Jonathan needed the excitement," said Vincent. "I had to talk him out of sailing down to Santa Cruz."

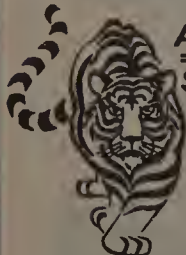
Fleet winners were *National Biscuit* (IMS), *Frequent Flyer* (PHRO), *Anna Banana* (MORA) and *Nidaros II* (SSS).

Apr. 17 — Commodore's Challenge Regatta. Two races for current PICYA commodores and their yacht club cronies in boats rating 144-186. Encinal YC; Bill Stephens, (925) 426-6927.

Apr. 17 — Monster/Mini-Monster on 'Clear Loch'. Konocti

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CALENDAR

SC; Wayne Hallenbeck, (707) 279-4459.

Apr. 17 — Spring One Design #1. SCYC, (831) 425-0690.

Apr. 17 — Interclub Race #1, first of six monthly races for Oakland Estuary yacht clubs. ML Higgins, (510) 748-0289.

Apr. 17 — John Pitcher Regatta, open to all South Bay boats. Coyote Point YC, (650) 347-6730.

Apr. 17-18 — J/Fest, the annual Bay Area gathering of Rod Johnstone's disciples. StFYC, 563-6363, or Sail California, (510) 523-8500.

Apr. 17-18 — Camellia Cup, the season opener on the still-nonexistent Lake Circuit. Folsom Lake YC, (916) 985-3704.

Apr. 18 — One Bridge Fiasco, a Jester contest on Elkhorn Slough. Joe Francis, (831) 476-7392.

Apr. 23-25 — 52nd Newport to Ensenada Race, the SoCal racing community's annual spring invasion of Mexico. NOSA, (949) 435-9553.

Apr. 23-25 — Ski/Sail National Championships. Skiing at Squaw Valley, followed by sailing on Lake Tahoe in Melges 24s, Vanguard 15s and Lasers. Check out www.skisail.com or call Ralph Silverman, (530) 525-SAIL.

Apr. 23-25 — 15th Annual Konocti Cup (26 miles) and Half-Cup (13 miles) on Clear Lake. Triangle races on Friday, the K-Cup on Saturday, and an awards brunch at Konocti Harbor Resort on Sunday. Wayne Hallenbeck, (707) 279-4459.

Apr. 24 — StFYC Lightship Race, kicking off the new OYRA season. Remember, mandatory PFDs. YRA, 771-9500.

Apr. 24 — Año Nuevo Ocean Race, once again conflicting with the Lightship Race. Monterey Peninsula YC; Jack Allen, (831) 375-1771.

Apr. 24 — South Bay YRA summer series #1 (of seven), hosted by Coyote Point YC. Mike Dixon, (510) 635-5878.

Apr. 24-25 — 505 Spring Open. SCYC, (831) 425-0690.

Apr. 25-May 1 — Antigua Sailing Week. Check out www.sailingweek.com for details.

Apr. 30 — San Diego YC's Yachting Cup, the first regatta in SoCal's exciting new three-event Volvo Inshore Championship Series. John Gladstone, (619) 224-2424.

May 1-2 — Vallejo Race. Party on! YRA, 771-9500.

May 8 — Tahiti Cup — *cancelled*. "Unfortunately, there were not enough entries. Perhaps we'll address this project again in 2003," said race official Bobbi Tosse, (925) 939-9885.

May 15-16 — Stone Cup for non-elite keel boats, including the larger HDA classes. StFYC, 563-6363.

May 15-16 — Elite Keel Regatta. SFYC, 435-9133.

May 22 — OYRA/SFYC Farallones Race. YRA, 771-9500.

May 29 — Master Mariners Race. Peter English, 456-8355.

May 29-30 — Hospice Regatta, the latest incarnation of the Memorial Day Weekend Regatta. Invited classes are J/24s, Moore 24s, Melges 24s, Express 27s, Antrim 27s, J/29s, Olson 30s, Etchells, 11:Metres, J/105s, Santana 35s, J/35s and Express 37s. Four races over two days with a big party on Saturday night. StFYC, 563-6363.

July 3 — 40th Honolulu Race, aka The TransPac. Cruisers will start on June 29, racers on July 3, and multihulls on July 6. Dan Nowlan, (619) 224-0198, or www.transpacificyc.org.

Summer Beer Can Races

BAY VIEW BC — Monday Night Madness, Spring: 4/19, 5/3, 5/17, 5/31, 6/14, 6/21 (make-up). John Super, 243-0426.

BENICIA YC — Thursday Race Series, 4/8 through 9/30. Chris Tringali, (707) 746-7602.

BERKELEY YC — Friday Night Races, every Friday night from 4/2 through 9/24. Paul Kamen, (510) 540-7968.

CORINTHIAN YC — Friday Nights, 4/9 through 9/10. Matthew Gorton, 256-9243.

COYOTE POINT YC — Wednesday Night Races, 4/7 through

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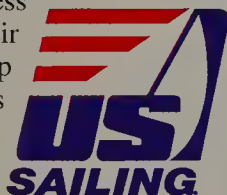
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For the umpteenth thousandth time you drive across the bridge on a bright, sunny day, gaze at the boats on the bay and promise yourself this is the year you're going to get out on the water! But how? Rushing out to buy a boat seems a bit impetuous when you don't even know if you're going to like it. Lessons might be a good first step, but then what? A good club can get you off on the right foot. We humbly suggest you check out Club Nautique for the following reasons:

- **Award Winning Sailing School** – Club Nautique offers *US SAILING* certified instruction from Basic Keelboat through Off-shore Passage Making. Classes are taught by US Coast Guard licensed and US SAILING certified captains who have passed a rigorous screening process and are chosen for their teaching and seamanship skills. Our instructors are a team of professionals with hundreds of thousands of miles of experience, standing ready to show you the way into sailing, chartering, world cruising or racing.



- **Trawler School** – We offer instruction through the Bareboat Charter Certificate level on our fleet of Mainship Trawlers. We'll train you in both single and twin screw trawlers, so you'll be ready not only for San Francisco Bay and the Delta, but for a vacation charter to the San Juans or the Caribbean.

- **Guaranteed Instruction** – We are so confident in our school programs and instructors, we *guarantee* your success. If you do not receive your certification, your instruction will be FREE until you do pass. Ask for a copy of our written guarantee for details.

- **Best Fleet On The Coast** – If you've visited boating clubs with fleets that look like "Rent-a-Wreck" of the waterfront, you haven't visited Club Nautique. We have newer, better maintained and better equipped boats than any other club in the USA and we have lots of them. No one else



is even close and a visit to one of our Northern or Southern California locations will prove it. We're proud of our fleet and will gladly show you through it so you can judge for yourself. Oh, and one more thing; as a member, you save a full 35% on your charters.

- **Four Locations To Serve You** – We cover San Francisco Bay with locations in Alameda, Sausalito and San Mateo, and now, with our new base in Marina del Rey, we're just 10 minutes from LAX and a half day's sail from Catalina. At last – nice, new boats in L.A!



Club Nautique
www.clubnautique.net

- **Weather** – No, we can't actually control the weather, but at least we've located our clubs where the weather is better. It's nice to enjoy sunshine rather than fog and it's nice not to get blasted by the wind the moment you poke your nose out of the marina. Visit us and decide for yourself.

- **Two Memberships For The Price Of One** – If you want to cruise, race or socialize, we're the only boating club that does it all. As a member of Club Nautique, you are also a member of a yacht club. So when you're harbor hopping, you'll be able to visit other yacht clubs and enjoy their hospitality – guest dock, restaurant, bar, etc. It's a great way to cruise!

- **Yacht Purchase Account** – We are the only club with its own yacht brokerage office and dealership, so if one day you decide it's time to stop chartering and start owning, every dime you've paid in dues can be applied to your new boat.*

- **Vacation Charter Discounts** – We have our own in-house charter brokers dedicated to serving your yachting vacation needs from Tahiti to Turkey. We're linked with The Moorings, Sun Yachts, Sunsail, Catamaran Charters and other leading fleets, so not only do you get up-to-date information with just one call, you get a membership discount.

- **FREE Refresher Training** – If you select an "Unlimited" membership, you'll be able to repeat a class* or take review classes at no charge whenever you feel rusty or need to tune up your sailing skills. It's like having a club pro at your disposal, only it's FREE!

- **We Do It All For You** – There's a monthly newsletter, seminars, frequent sailor discounts, cruises, parties, discounts on boat show tickets, races, and more ...too much to list here. In short, Club Nautique can help you with just about every aspect of yachting, from getting started to cruising around the world – all at your own pace and tailored to fit your budget. Call us for a free brochure or better yet, stop by today for the full tour!

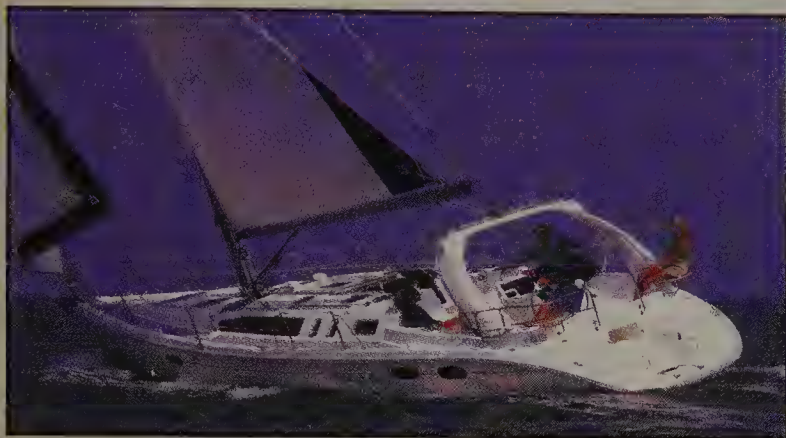
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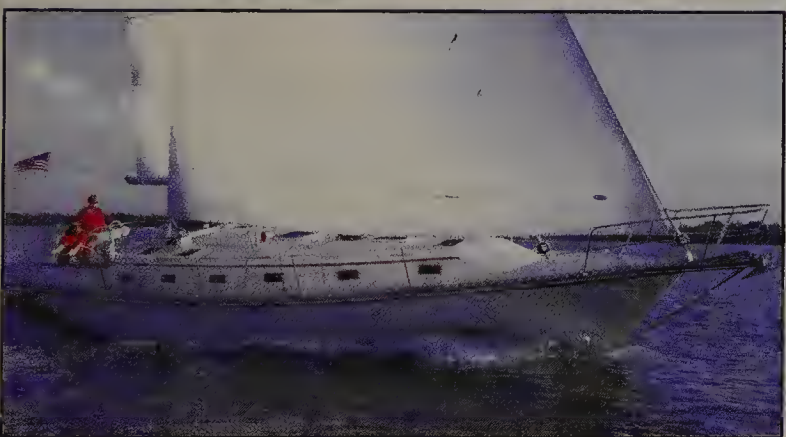
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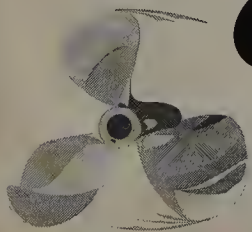
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YOUR 1999 PACIFIC SAIL EXPO

PRE-SHOW PLANNER

Plan now for your visit to the 1999 Pacific Sail Expo

This pre-show planner is designed to provide you with a preview of exhibitors, events, seminars and the full complement of activities at this West Coast celebration of sailing. Included are dates, ticket prices, Oakland area hotel information and a host of other information to help you plan a successful visit to the show.

Remember to check the website: **www.sailexpo.com**, for changes and additions that will occur after this planner has gone to press. Also pick up the show program which will be available at the entrance to the show.

This show Preview includes:

- Exhibitor list pg. 4-7
- Seminars pg. 8
- Special Events pg. 10-11
- Travel and Hotel Information pg. 12-13

Make your plans now and we'll see you there.

BOATS ON DISPLAY

(as of 3/1/99)

29er	Catalina 470
AmericaOne	Catana 381 Catamaran
Antrim 27	Celestial 50
Bavaria 38 O	Corsair F-24
Bavaria 46 E	Corsair F-28
Beneteau 36 Center Cockpit	Corsair F-31
Beneteau 40 Center Cockpit	Day Sailer
Beneteau First 40.7	Dehler 41 Cruiser
Beneteau Oceanis 352	DeWitt Dinghy
Beneteau Oceanis 381	El Toro
Beneteau Oceanis 411	Farr 40
Beneteau Oceanis 461	Harbor 20
Byte	Hobie 17 Sport
C&C 121	Hobie Mirage Kayak
Caliber 40LRC	Hobie Odessey Kayak
Capri 13	Hobie Pursuit Kayak
Capri 14.2	Hobie Wave
Capri 16.5	Hunter 90
Capri 18	Hunter 140
Capri 420	Hunter 170
Capri Club FJ	Hunter 212
Capri Johnson 18	Hunter 240
Capri Wave	Hunter 260
Catalina 250	Hunter 380
Catalina 310	Hunter 410
Catalina 34 MkII	Hunter 420
Catalina 36 MkII	Hunter 450
Catalina 380	Hunter 460
Catalina 400	Hylas 54
Catalina 42 MkII	Island Packet 320
	Island Packet 380
	Island Packet 40



Pacific Sail Expo returns to the West, bigger and better than ever. The only national show organized by the sailing industry in the western United States was created as *the* focal point for all sailors.

If you have serious sailing interest and desire, you'll find Pacific Sail Expo the one place where you can find it all: Lots of new boats on display, charter companies and sailing schools, plus factory representatives from top manufacturers in the sailing industry.

A full educational seminar and event schedule is also included.

The show is still growing as we go to press. Look through this Pre-Show Planner now and make your plans to attend this celebration of sailing.

If you have questions, please call Sail America at (800) 817-7245.

See you there!

Karen Kelly
Executive Director, Sail America

P.S.: For changes and updates, check out our website at **www.sailexpo.com**

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Island Packet 45	Santa Cruz 52
J/105	Schock 40
J/120	Seaward 23
J/125	Seaward 25
J/32	Seawind 1000 Catamaran
J/42	Stellar 52
Jeanneau 34.2	Sunfish
Jeanneau 36.2	Synergy 1000
Jeanneau 40.5	Tartan 38 OC
Jeanneau 45.2	Tayana 58
Lagoon 410 Catamaran	Tinker Foldaway
Laser	Tramp
Laser Pico	Traveler
Legendary Yachts –	Ultimate 20
• Araminta 36	Valiant 42
Lido 14	Vanguard 15
MacGregor M-26X	Optimist
One Design 35	Wauquiez 43 Pilothouse
Pacific Seacraft 34	Windrider Rave
Pacific Seacraft 37	Windrider Trimaran
Pacific Seacraft 40	Wyliecat 17
Sabre 402	Wyliecat 30
Santana 20	Wyliecat 48

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February 1, 1999

David Clark and Robert Perry of Stellar Yachts are proud to announce the arrival of the first of their Raised Salon series, to be on display at **Pacific Sail Expo, April 14-18, 1999**. This beautiful yacht joins the two Low Profile models already on display in Seattle.

Stellar Yachts presents a standard and level of fit and finish usually found in only the finest custom yards. Joinerwork detailing is impeccable and of true furniture quality. Stellar Yachts encourages direct comparison with the world's best.

Each Stellar interior is custom designed by Robert Perry. Working closely with the designer on interior layout means that your Stellar interior will be wrapped around your own ideas and specifications. After meeting with the designer, working drawings of your custom interior will be prepared prior to the start of construction. Several interior layout drawings are now available for you to study.

Stellar's quality standards don't stop with the interior. Only the finest hardware is used throughout, including Leisure Furl boom, integrated Antal toe rail system, Whitlock steering, Lewmar deck gear. The sails: offshore quality Spectra from the renowned Halsey-Lidgard loft. Your Stellar yacht will have only the finest gear available.

Under sail the Stellar 52 shows its heritage, superbly stiff, fast and comfortable to weather. Steering is fingertip and tracking is effortless. The proportions of this hull provide a forgiving vessel capable of safely completing the most severe offshore passages.

These outstanding yachts are represented directly and exclusively by the builder and the designer. **For more information contact: Robert H. Perry, Yacht Designer, (206) 789-7212 and David Clark, builder/importer (425) 828-4753.**

Stellar 52 Raise Salon FOB SF very complete sailaway price: \$620,000

Stellar 58 currently in the final design process

By Category

Boat Dealers & Manufacturers

Arena Yacht Sales
Bay Island Yachts
Byte Boats Inc.
City Yachts
Corsair Marine, Inc.
Craig Beckwith Yacht Sales
Cruising Cats, USA
Hans Christian
Morris Yachts
Passage Maker Yachts
Passage Yachts, Inc.
Quality Marine Products
Sail California
Timeless Marine
Ultimate Sailboats, Inc.
Wind Toys
Worldwide Sailing Yachts
Wyliecats

Hardware & Accessories

Alameda Prop & Machine
American Battery
Ancor Marine
Andersen
Antal
Aquamet Boat Shafting
Armada Coating
Autoprop
Ballenger Spars
Barton Marine Equipment
Bay Yacht Service
Boat Leather
Boatswain's Locker, Inc.
Bottom Siders
C-Cushions, Inc.
CDI/Cruising Design, Inc.
Cabin Lights
Cantalupi Lights
Community Mattress
Cover Craft
Davis Instruments
Detco Marine
Dutchman/MVB Inc.
Edinger Marine Service, Inc.
Edson Corporation
Euro Marine Trading
Finnish Line, Inc.
Fischer Panda Generators
Fleming Self Steering Sys.
Floscan
Forespar
Fortress Anchors
Frederiksen
Furlex
Garhauer Marine

Hardware & Accessories (cont.)

Glacier Bay, Inc.
Great Water, Inc.
Handcraft Mattress Co.
Harken, Inc.
Hayn Enterprises, LLC
Heart Inverters
Heat Shield Marine
Helmut's Marine
Holt Allen
Hood-Bomar/Pompanette
Huber Group
Imtra Corporation
Imtra Marine Lighting
Interlux Yacht Finishes
Island Girl Products, Inc.
Isotherm
JSI - The Sailing Source
Jack D. Scullion Yacht Svc.
Johnson Marine
Kato Marine
Kilian Propeller
Kop-Coat
Lefiell
Lewmar Marine
Lofrans Windlasses
Marine Instrumentation
Mariner Boat Yard, Inc.
Mariner's Choice
Maritime Supply LLC
Marlow Ropes
Marquitt
Martec Sailboat Propellers
Max-Prop
Maxwell Winches, Inc.
Michigan Wheel
Muir Windlasses
New Found Metals
Ocean Marine Systems
Oceanair
Pyl, Inc.
Pettit
Philadelphia Resins
Power Thrusters
Profurl, Inc.
PUR & Recovery
RWO USA
Reckmann Yacht Equipment
Rekord Enterprises, LTD
Refrigeration Parts Solutions
Rigging Only
Rolls Battery Engineering
Ronstan International, Inc.
Sail Care, Inc.
Sailomat
Samson

Hardware & Accessories (cont.)

Scandvik, Inc.
Scanmar International
Schaefer Marine
Sea Frost
Sea Recovery Corp.
Seaport Marine
Selden Mast Inc.
Setamor Winches
Side-Power Thrusters
Simpson Lawrence, USA
Spectra Watermakers
Spinlock
Spin-Tec Equipment Co.
Swedish Marine
Team McLube
Technautics, Inc.
Tiller Stay®
Trace Inverters
Tylaska Hardware
T.D. Marine
Vetus Den Ouden, Inc.
Victory Products
Village Marine Tec
Volvo Penta Engines
West Marine
Westerbeke Corp.
Western Marine Marketing
Whitlock Marine Steering
Wichard, Inc.
WINDPILOT USA
Woolsey
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Z-Spar

Electronics, Communication & Navigation

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Alcom Electronics
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Brookes & Gatehouse USA
Celestaire, Inc.
ComNav
Complete Cruising Solutions
Davis Instruments
Donatini Inc. dba Johnson
Hicks Marine Electronics
Furuno
Horizon
Icom America, Inc.
Interphase
KVH
Little Pines Multimedia
Maptech, Inc.
Maritime Electronics
Navico, Inc.
NavTec
Nexus Marine

Electronics, Communication & Navigation (cont.)

Northstar
Raytheon Marine Co.
Robertson
Scanmar International
Shipmate
Simrad, Inc.
Speedtech
Spinlock
Standard Communications
Star Marine Electronics
Starpach.
Si-tex Marine Electronics, Inc.
Suunto USA
West Marine
Yeoman

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Sailmakers

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Pineapple Sails
Prostock Sails
Quantum Sail Design Group
Sail Care, Inc.
Sailrite
The Sail Warehouse
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Charter Companies, Sailing Schools, Marinas & Associations

Albatross PYCC
American Sailing Assoc.
Anacortes Yacht Charters
Antioch Marine

**Charter Companies, Sailing
Schools, Marinas & Assoc.**
(cont.)

VI Tourist Board
Callena Isle Marina
Day Island Yachts
The Challenge Business Int'l
Charters Northwest, Inc.
City of Berkeley Marina
City of Richmond Marina
Club Nautique
Day Sailer Class Assn.
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Tahiti Yacht Charter Co.
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**Charter Companies, Sailing
Schools, Marinas & Assoc.**
(cont.)

U.S. Power Squadron
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Magazines & Publications

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Boating Industry
Cruising World
Dockside
Latitude 38 Publishing
Latitudes & Attitudes
Marine Publications Co.
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continued on next page 9

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SEMINAR SCHEDULE

<u>TIME</u>	<u>LOCATION</u>	<u>TOPIC</u>	<u>SPEAKER</u>
Wednesday, April 14			
10:30 AM	Tent B	Modern Fibers in Sailcloth for the Cruising Sailor	Chris Shining, North Sails
10:30 AM	Village	Building or Rebuilding Your Refrigeration Box	Kevin Alston, Glacier Bay, Inc.
12:00 PM	Tent B	Manual and 12 Volt Watermakers	Jane Ford, PUR & Recovery Engineering
1:30 PM	Tent B	Buying a Charter Boat: Panel Discussion	Gary Edelman
1:30 PM	Village	An Incredible Circumnavigation – The Race	Cam Lewis, <i>Explorer</i>
3:00 PM	Tent B	Celestial Navigation	Ken Gebhart, Celestaire
3:00 PM	Village	Sailboat Propellers – Making an Informed Decision	Teresa Troxel, Alameda Prop & Machine
4:30 PM	Tent B	First Time Chartering: Panel Discussion	Gary Edelman w/various charter companies
4:30 PM	Village	Introduction to GPS Navigation	Kevin Reeds, <i>AmericaOne</i>
6:00 PM	Tent B	A Family Sails Around The World	Pam Wall, West Marine
Thursday, April 15			
10:30 AM	Village	Provisioning	Barbara Marrett, <i>Cruising World Magazine</i>
10:30 AM	Tent B	What Every Yacht Should Have For Offshore Cruising	Pam Wall/West Marine
12:00 PM	Tent B	Sailboat Gear Failures: What Can Go Wrong	Sam Vineyard, Schaefer Marine
12:00 PM	Village	20 Years of Cruising and Still Married	Herb & Nancy Payson, <i>SAIL Magazine</i>
1:30 PM	Tent B	Introduction to GPS Navigation	Kevin Reeds, <i>AmericaOne</i>
1:30 PM	Village	Tides and Currents for Next Month's Vallejo Race	Kame Richards, Pineapple Sails
3:00 PM	Tent B	First Time Chartering: Panel Discussion	Gary Edelman w/Various charter companies
3:00 PM	Village	Destination Mexico: Prepare For Your Mexico Cruise	Bob & Carol McHaffey, Complete Cruising Solution
4:30 PM	Tent B	Refrigeration for Cruising.....	Kevin Alston, Glacier Bay, Inc.
4:30 PM	Village	Keeping in Touch With Home From on Board	Don Melcher, Complete Complete Cruising Solution
6:00 PM	Tent B	Sail Inventory for the Cruising Couple	Jocelyn Nash, Quantum Sail Design
6:00 PM	Village	Gales, Low Bridges & Ancient History:	Barbara Marrett, <i>Cruising World Magazine</i>
		Sailing Through Northern Europe Aboard <i>Alaska Eagle</i>	and Brad Avery, Orange Coast College
Friday, April 16			
10:30 AM	Tent B	Computers on Board	Marilee Shaffer, Complete Cruising Solutions
10:30 AM	Village	Buying a Charter Boat: Panel Discussion	Gary Edelman w/various charter companies
12:00 PM	Tent B	Cost Control as You Cruise	Lin & Larry Pardey, <i>SAIL Magazine</i>
12:00 PM	Village	Cruising Intriguing Places Surviving Small Spaces	Barbara Marrett, <i>Cruising World Magazine</i>
1:30 PM	Tent B	Diesel Engine Maintenance	Fred Knowles, Westerbeke Corp.
1:30 PM	Village	Personal & Offshore Safety Gear	Chuck Hawley, West Marine
3:00 PM	Tent B	Guarantee the Best by Preparing for the Worst.....	Jim Heffelfinger, American Sailing Assoc.
3:00 PM	Village	New World Challenge 2002	Sir Chay Blyth, The Challenge Business
4:30 PM	Tent B	How to Prepare for Mexico & Beyond	Chris Maher, UK Sailmakers
4:30 PM	Village	Self Steering Under Sail	Peter Foerthmann, Windpilot USA
6:00 PM	Village	Prepare for Heavy Weather Sailing & Storm Tactics	Lin & Larry Pardey, <i>SAIL Magazine</i>
Saturday, April 17			
10:30 AM	Tent B	Learn for a Lifetime	Jim Heffelfinger, American Sailing Assoc.
10:30 AM	Village	Self Steering Under Sail	Peter Foerthmann, Windpilot USA
12:00 PM	Tent B	First Time Chartering: Panel Discussion	Gary Edelman w/various charter companies
12:00 PM	Village	Choosing, Maintaining & Deploying a Liferaft	Gerard Pickhardt, WINSLOW LifeRaft Co.
1:30 PM	Tent B	Earning as You Cruise	Lin & Larry Pardey, <i>SAIL Magazine</i>
1:30 PM	Village	Inside Passage North to Alaska	Barbara Marrett, <i>Cruising World Magazine</i>
			and Brad Avery, Orange Coast College
3:00 PM	Tent B	Women's Offshore Sailing	Karen Prioleau, Orange Coast College
3:00 PM	Village	Designation Mexico: Prepare For Your Mexico Cruise	Bob & Carol McHaffey, Complete Cruising Solution
4:30 PM	Village	Dealing with the Fear of Going to Sea	Herb & Nancy Payson, <i>SAIL Magazine</i>
4:30 PM	Tent B	Abandon Ship! Handling any Emergency	Bruce Brown, Bruce Brown Assoc.
6:00 PM	Village	New World Challenge 2002	Sir Chay Blyth, The Challenge Business

– All seminars are subject to change; for updates, check the website www.sailexpo.com and the Show Program when you arrive. –

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TIME LOCATION TOPIC

Sunday, April 18

10:30 AM	Tent B	Sailboat Propellers: Making an Informed Decision
10:30 AM	Village	Cruising Hawaii
12:00 PM	Tent B	Writing for Sailing Publications: Should You Publish Your Own Book?
12:00 PM	Village	Abandon Ship! Emergency Training
1:30 PM	Tent B	Celestial Navigation
1:30 PM	Village	Cruising Rich & Cruising Poor
3:00 PM	Tent B	Buying a Charter Boat: Panel Discussion
3:00 PM	Village	Keeping in Touch With Home From on Board

SPEAKER

Teresa Troxel, Alameda Prop & Machine
Bob & Carol McHaffey, Complete Cruising Solutions
Lin & Larry Pardey, SAIL Magazine
Bruce Brown, Bruce Brown Assoc.
Ken Gebhart, Celestaire
Herb & Nancy Payson, SAIL Magazine
Gary Edelman w/various charter companies
Don Melcher, Complete Cruising Solutions

— All seminars are subject to change; for updates, check the website www.sailexpo.com and the Show Program when you arrive. —

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cont'd

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(cont.)

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McGinnis Insurance
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Draw Strings of Malibu
Gill USA
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SPECIAL EVENTS

SPECIAL PRESENTATION BEFORE THE SHOW

Lin and Larry Pardey, authors of *The Cost Conscious Cruiser – Champagne Cruising on a Beer Budget*, will be presenting an all-day seminar, sponsored by *Sail* magazine. Cost is \$50 per person or \$90 per couple. For tickets and information call *Sail* magazine at (617) 720-8606.

Date: Tuesday, April 13

YOUTH FUN REGATTA

Get your kids involved in sailing! The Encinal Yacht Club is hosting a fun regatta sponsored by Ronstan for children ages 8-18 right at the show. Watch as they sail a variety of small boats on several short courses. The racing promises to be fun and exciting, so come witness the future of sailing right off of Jack London Square. All youth are invited to participate by calling the Encinal Yacht Club at (510) 769-0221.

Date: Saturday, April 17 & Sunday, April 18 • Time: 12 Noon

SAN FRANCISCO BAY AREA V15 INTRODUCTION REGATTA

This Vanguard introduction regatta will be held right off Jack London Square. Demo boats are available by calling Svendsen's Marine at (510) 521-8454.

Date: Saturday, April 25 & Sunday, April 26 • Time: 2PM – 5PM

SAILBOAT RIDES

Take a pleasant ride on one of a number of various sailboats. Adults are \$5.00 and children under 12 are \$3.00. All proceeds will benefit the Bay Area Association of Disabled Sailors. Sign up for your ride at the BAADS booth near the marina entrance of the show.

Date: Daily • Time: 11 AM – 6 PM

AMERICA'S CUP 2000 – SEND OFF

The two West Coast America's Cup teams, Paul Cayard's *AmericaOne* and Dawn Riley's *America True*, will be on location at Pacific Sail Expo for their final major U.S. sailboat show appearance before permanently locating down in New Zealand for the cup.

AmericaOne will have their current IACC Cup boat on display for viewing. Come climb aboard and see up close the size and power of the new generation of America's Cup racers. Check the seminar schedule for America's Cup talks by the crew of *AmericaOne*.

America True will also be on hand with their America's Cup grinding machine. If you've ever thought you could grind in the #1 with the pros, here's the place to put yourself to the test. Also check the schedule for a talk by *America True*.

Just six months after the show these teams will have their new boats launched and be starting the challenger trials. Meet some of the sailors, learn more about their campaigns and give them the send off they deserve!

Date: Daily • Time: Open during show hours

LEARN TO SAIL

New Sailors! Take the helm of a Hunter sailboat! Get a hands-on demonstration of the workings of a small boat. Once comfortable, you have the option to solo sail under the supervision of nearby instructors or be accompanied by one of Hunter's experts. See how fun and easy sailing really is! Register for your free lesson at the Hunter Learn to Sail booth at the show.

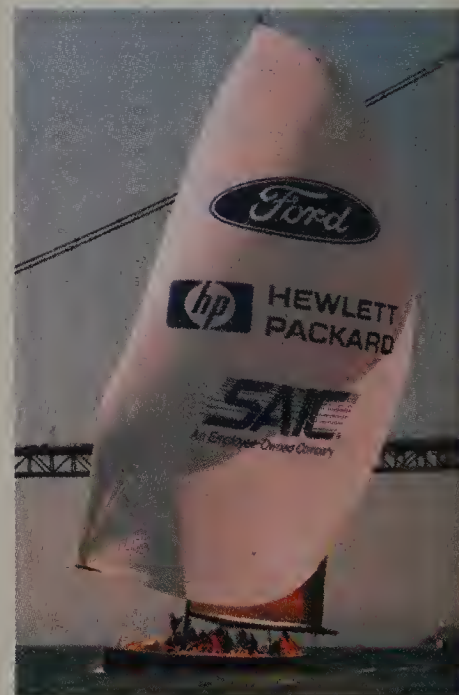
Date: Daily • Time: Open during show hours

YALE CORDAGE MANUFACTURING DISPLAY

See a live demonstration of rope manufacture at the Yale Cordage display. They will have production equipment right from the factory floor showing you how yacht braid is made. They will also be producing jump ropes available for a \$5 donation contributed to a local sailing charity.

Date: Daily • Time: Open during show hours

Location: Courtyard between tents A and B



See the AmericaOne at Pacific Sail Expo.

– All special events are subject to change; for updates, check the website www.sailexpo.com and the Show Program when you arrive. –

CALL TODAY FOR TICKETS AT 800-817-7245 OR WWW.SAILEXPO.COM

CELEBRITIES ON THE WATER!

Watch both local and national sailing celebrities test their skills in a DeWitt Dinghy. We've asked some of our exhibitors and local experts to take it to the water and show us their stuff! Let's see what their sailing ability is really like! Racing will be held right off the main show docks on the Estuary.

Date: Daily • *Time:* Racing during show hours

SAILING CELEBRITIES AT NIGHT!

Barbara Marrett, *Cruising World's* West Coast Contributing Editor, and **Brad Avery**, Director of Orange Coast College's Sailing Program will present 'Gales, Low Bridges & Ancient History: Sailing Through Northern Europe Aboard *Alaska Eagle*'. In three weeks Barbara and Brad covered more than 1,600 miles, sailing from Scotland to Holland. Navigating around rocks, over shoals and under low bridges, the crew escaped many hazards until they became lost in Holland's North Canal and had to ask directions!

Date: Thursday Night, April 15 • *Time:* 6 PM

Location: Seminar Tent B

Lin & Larry Pardey, authors of "*The Cost Conscious Cruiser – Champagne Cruising on a Beer Budget*", will be available to answer questions daily from 10am-4pm in the *Sail Magazine* booth (#202). This well-known cruising couple has spent the last 35 years exploring the world under sail. See their spectacular slide show, which represents highlights of their life.

Date: Friday Night, April 16 • *Time:* 6 PM

Location: Jack London Village Seminar Room

Sir Chay Blyth presents the New World Challenge 2002. We've heard about the BT Challenge, now listen and watch this very entertaining speaker present his all new challenge!

Date: Saturday Night, April 17 • *Time:* 6 PM

Location: Jack London Village Seminar Room

THE MULTIHULLS ARE HERE!!

Learn all about the joys of multihull sailing. A captain or factory representative will answer your questions about various exhibiting multihulls. Passes for demo rides will be available from select participating dealers at the show.

Date: Daily, before and after show hours

Time: 8 AM–10 AM and 6 PM–7 PM

BRUNO PEYRON'S 86'+ MULTIHULL EXPLORER EXHIBITS AT PACIFIC SAIL EXPO!

Bruno Peyron, winner of the Jules Verne Trophy in 1993, was the first man to sail around the world, nonstop, in less than 80 days! We invite you to see, touch and learn about Bruno's famous multihull *Explorer*. In addition, learn about his new project "The Race/La Course du Millenaire". The Race will start on December 31, 2000 and is said by organizers to be "the most extreme circumnavigation in the history of sailing!"



Cam Lewis, veteran sailor, will also be presenting a seminar on Wednesday at 1:30 p.m., "An Incredible Circumnavigation – The Race".



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LOCAL PHONE NUMBERS & INFO

EMERGENCY

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911

PUBLIC TRANSIT

AC Transit (Alameda/Contra Costa Counties Bus Service: connects the East Bay and SF) (510) 817-1717

Airport Transportation (800) SFO-2008

Alameda/Oakland Ferry (510) 522-3300

Amtrak Passenger Trains (800) 872-7245

BART (Bay Area Rapid Transit: connects SF, 25 East Bay cities and Daly City) (510) 465-2278
(650) 992-2278

Blue & Gold Fleet (Ferry from SF to Alameda/Oakland, Alcatraz, Angel Island, Sausalito, Tiburon, Vallejo/Marine World, Bay cruises, and ferry/bus packages to Muir Woods and the Wine Country) (415) 705-5555

Golden Gate Transit (Marin/Sonoma Bus, Ferry from Sausalito and Larkspur to SF) (415) 455-2000

Greyhound Bus (800) 231-2222

Muni (SF Bus & Cable Car) (415) 673-MUNI (6864)

TravInfo (traffic & other travel info) 817-1717

OAKLAND SIGHTS

Jack London Square, Embarcadero & Broadway (510) 814-6000

Jack London Museum, Embarcadero & Broadway (510) 451-8218

Lake Merritt/Lakeside Park/Children's Fairyland, Lakeside Drive & Grand Avenue (510) 238-2196

Oakland Arena (510) 762-2277

Oakland Museum of California (art, natural science & history), 1000 Oak Street (510) 238-2200

Oakland Zoo/Knowland Park, 9777 Golf Links Road off Hwy. 580 (510) 632-9523

USS Hornet Museum, Alameda Naval Air Station (888) 865-2812

Yoshi's Nightclub, Jack London Square (510) 238-9200

LOCAL CAR RENTAL COMPANIES

A-One Rent-A-Car (800) 238-2663

California Compacts (650) 871-4459

City Rent-A-Car (877) 861-1312

Reliable Rent-A-Car (415) 928-4414

SAIL EXPO SHOW INFO

Oakland Harbor Master's Office (510) 834-4591

Housing Hotline for Pacific SAIL EXPO (800) 408-6318

Sail America (800) 817-SAIL

A SAMPLING OF WEBSITES

Pacific SAIL EXPO Internet Address www.sailexpo.com

San Francisco Guide www.sfguide.com

San Francisco Quickguide www.cityspin.com

Bay City Guide www.sfousa.com

The Gate www.sfgate.com

Sidewalk San Francisco sanfrancisco.sidewalk.com

Yacht Racing Association www.yra.org

San Francisco Sailing Site www.sfsailing.com

National Weather Service, SF Bay Area www.nws.mbay.net



HOW TO GET HERE FROM THERE

DIRECTIONS TO PACIFIC SAIL EXPO FROM SAN FRANCISCO:

Take the Bay Bridge to Interstate 580 East, to Interstate 980 (Downtown Oakland), to the 11th/12th Street exit, go straight on Brush, left on 4th Street, right on Broadway, and four blocks to Jack London Square. Or take the Alameda/Oakland Ferry from Pier 39 or the Ferry Building.

FROM THE OAKLAND INTERNATIONAL AIRPORT:

Take Interstate 880 North, to the Broadway exit, go left on Broadway, and four blocks to Jack London Square.

FROM BART:

Take AC Transit from BART's 12th Street Station in Oakland.

FROM AMTRAK:

The C.L. Dellums rail station at 2nd and Alice is directly across from Jack London Square.

ACCOMMODATIONS & TRAVEL



ACCOMMODATIONS

ACCOMMODATION INFORMATION

Bed & Breakfast Reservations	(800) 872-4500
California Reservations	(415) 252-1107
Oakland Convention & Visitors Bureau	(510) 839-9000

OAKLAND HOTELS

The Waterfront Plaza	(510) 836-3800
The Best Western Inn	(510) 452-4565
Executive Inn	(510) 536-6633
Claremont Resort	(800) 551-7266
Clarion Suites Lake Merritt	(800) 933-4683
Days Inn Oakland Airport	(888) 377-3297
Hampton Inn Oakland Airport	800-HAMPTON
Oakland Airport Hilton	(510) 635-5000
Washington Inn	(800) 464-1776
Oakland Marriott City Center	(800) 228-9290
Motel 6 Embarcadero	(510) 436-0103

AIRPORTS

Oakland International Airport (OAK)	(510) 577-4000
San Francisco International Airport (SFO)	(650) 761-0800

TRAVEL

US Airways:

(800) 334-8644

Refer to **Gold File** number **87180642**. US Airways is the official airline for Pacific Sail Expo with non stop daily flights into San Francisco International Airport. US Airways offers a 5% discount off the lowest available fares. There is also a 5% discount off first class fares and a 10% discount off unrestricted coach fares. Reference the Gold File number above when booking.

Southwest Airlines:

(800) 433-5368

Refer to code number **K1259**. Southwest Airlines is offering a 10% discount on most of its already low fares, for travel to and from Pacific Sail Expo. Call the Southwest Airlines Group and Meeting Desk, Monday through Friday, 8AM to 5PM Central time no later than five days prior to the first date of travel to take advantage of special airfares into Oakland Airport (15 minutes from the show). Special fares are subject to terms and availability.

Amtrak:

(800) USA-RAIL

Take the train to the show! The C.L. Dellums Rail Station is located directly across the street from the show at 2nd and Alice Streets. See the ad on page 9 or call for fares.

AIRPORT SHUTTLES

Bay Shuttle	(415) 564-3400
Espresso Transportation & Tours	(415) 576-1779
Quake City Airport Shuttle	(415) 255-4899
Robertson's Transportation Services, Inc.	(415) 775-6024
Seven Hills Limousine Service	(415) 550-0703

ADVANCE TICKET INFORMATION

You can save time and money by ordering advance discount tickets. Just call **(800) 817-7245**. If ordering by mail, enclose a check payable to Sail America and include your name, complete address, phone number and quantity of tickets per person. Send to: Sail America, 850 Aquidneck Ave., Middletown, RI 02842. Or order via our website at **www.sailexpo.com**. Please allow two weeks for delivery by mail. No advance tickets will be sold at will call. All advance tickets must be purchased by April 9. Advance Wednesday/VIP Day tickets are \$15 and include admission for Thursday and Friday; advance Thursday or Friday tickets are \$8; advance Saturday or Sunday tickets are \$10. Children 12 and under are free.

*Tickets requested after April 2nd
will be held at Will Call!*

FAX 401-847-2044

How did you hear about the show? _____

Below please write the code from the mailing label on the back of this
Planner _____

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Telephone: _____ Fax: _____

DATE		# OF TICKETS	TOTAL
Wednesday-VIP Day (incl. Thurs. & Fri. ticket)	\$15 (\$20 @ gate)	_____	_____
Thursday	\$8 (\$10 @ gate)	_____	_____
Friday	\$8 (\$10 @ gate)	_____	_____
Saturday	\$10 (\$12 @ gate)	_____	_____
Sunday	\$10 (\$12 @ gate)	_____	_____

MC/Visa: _____ Expiration _____

Make check payable to: Sail America, 850 Aquidneck Ave., B-4, Middletown, RI 02842

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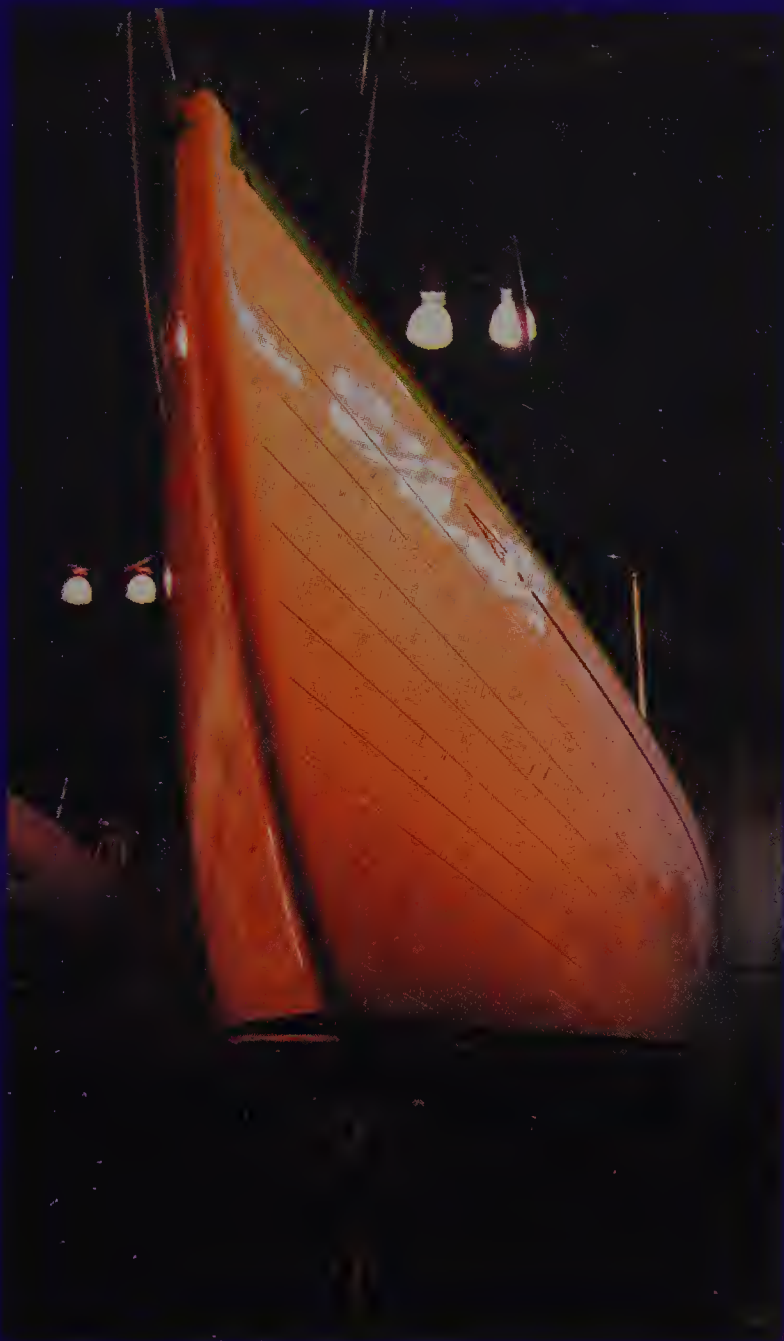


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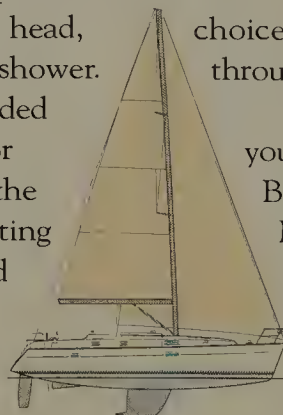
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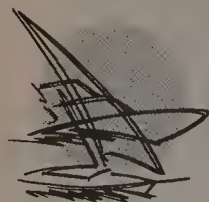
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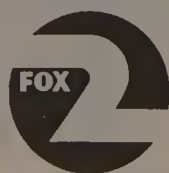
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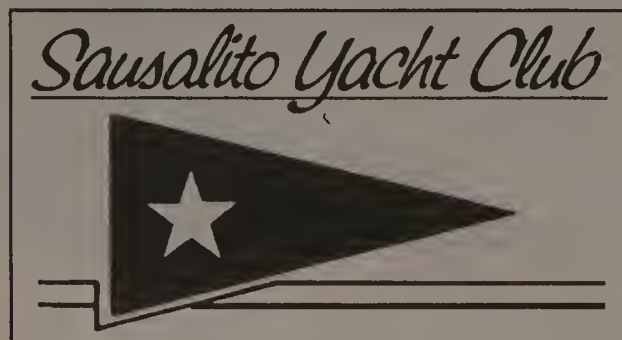
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CALENDAR

10/20. Mark Neumann, (650) 696-9616.

ENCINAL YC — Friday Night Twilight Series, Spring: 4/16, 4/30, 5/14, 6/4, 6/18. Lee Bergman, (650) 593-0405.

FOLSOM LAKE YC — Wednesday Night Fun Races, 5/5 through 9/22. Charlie Hess, (916) 685-7295.

GOLDEN GATE YC — Friday Nights: 4/9, 4/23, 5/7, 5/21, 6/4, 6/18, 7/9, 7/23, 8/6, etc. Jeff Zarwell, (408) 252-7671.

GOLDEN GATE YC/FOLKBOATS — Wednesday Woodies, 5/5 through 8/25. Ed Welch, 851-3800.

ISLAND YC — Friday Nights on the Estuary: 4/9, 4/23, 5/7, 5/21, 6/11, 7/23, 8/6, etc. Janet Frankel, (415) 387-5807.

KONOCTI BAY SC — Wednesday Nights: 5/19, 6/2, 6/16, 7/14, 7/28, 8/11, 8/25. Wayne Hallenbeck, (707) 279-4459.

OAKLAND YC — Sweet 16 Series (Wednesdays), 5/5-6/23 and 7/28-9/15. Bob Donovan, (925) 934-7848.

RICHMOND YC — Wednesday Night Series: 5/5, 5/19, 6/2, 6/16, 7/7, 7/21, 8/4, 8/18, etc. Mike Moore, (510) 232-9105.

SAN FRANCISCO YC — Family Dinghy Series (Wednesdays), 6/23-9/1. Doug Kent, 435-9525.

SANTA CRUZ YC — Wednesday Night Races, every Wednesday during DST. Larry Weaver, (408) 423-8111.

SAUSALITO CC — Friday Nights: 4/23, 5/7, 5/21, 6/4, 6/18, 8/6, 8/20, 9/3, 9/17, 10/1. Deborah Leanos, 499-9676.

SAUSALITO YC — Tuesday Sunset Series, Spring: 4/27, 5/11, 5/25, 6/8, 6/22. Frank Drouillard, 898-6500.

SOUTH BEACH YC — Friday Night Races: 5/7, 5/21, 5/28, 6/4, 6/18, 6/25, 7/16, etc. Mark Hecht, (650) 341-6449.

ST. FRANCIS YC — Twilight Windsurfing Series (Wed. and Fri. nights): 4/16, 4/30, 5/14, 5/28, 6/4, etc. StFYC, 563-6363.

TIBURON YC — Friday Nights: 4/23, 5/7, 5/21, 6/4, 6/18, 7/9, 7/23, 8/6, 8/20, 9/10. Don Walder, 924-8689.

VALLEJO YC — Wednesday Nights, 4/7 through 9/29. VYC, (707) 643-1254.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

April Weekend Currents

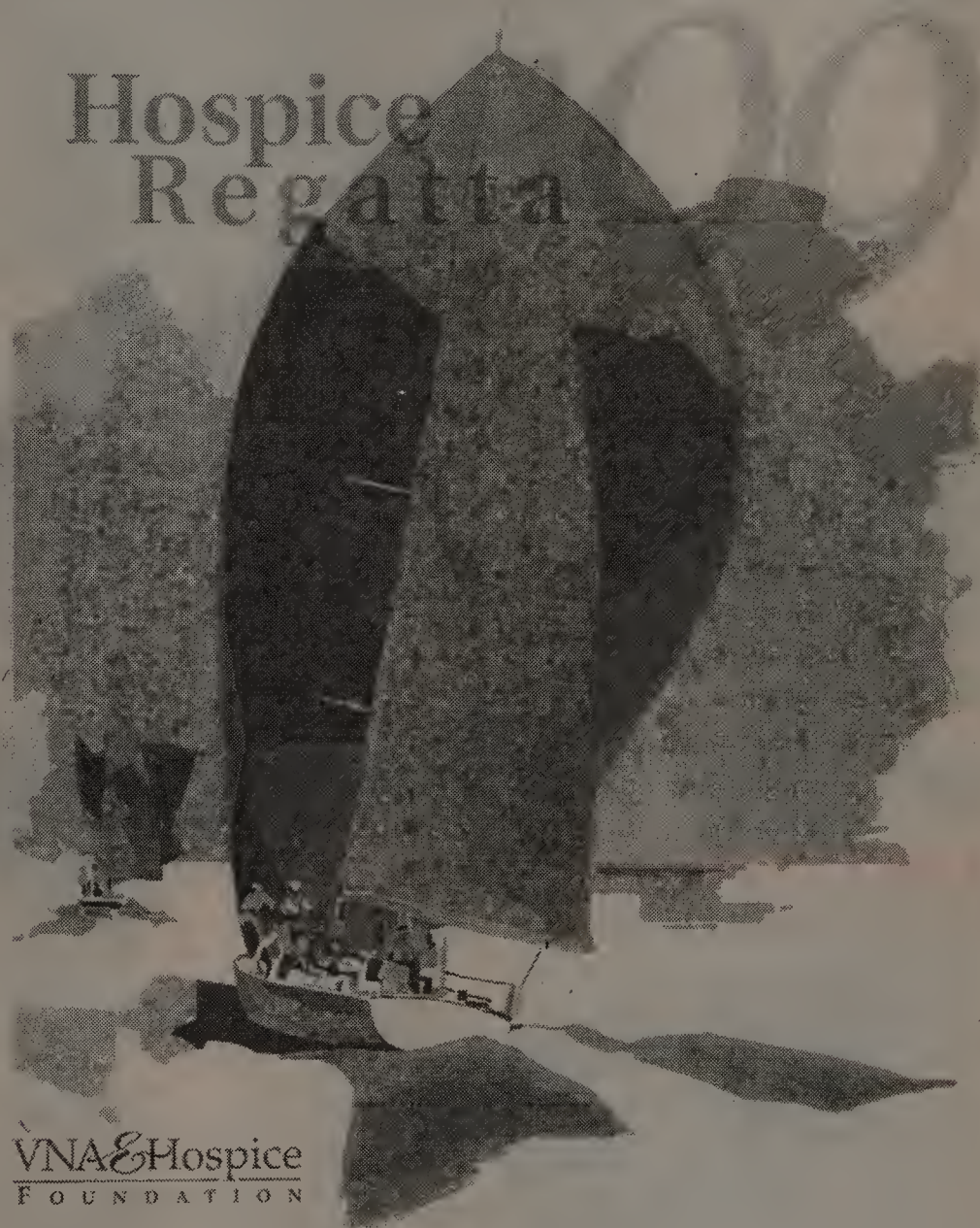
date/day	slack	max	slack	max
4/03Sat	0221	0518/4.0E	0903	1156/3.1F
	1514	1742/2.8E	2107	2356/2.5F
4/04Sun	0350	0657/3.8E	1044	1339/2.8F
	1702	1925/2.4E	2241	
4/10Sat		0012/1.7E	0400	0631/1.6F
	0916	1223/3.4E	1629	1936/2.9F
4/11Sun	2249			
		0110/2.2E	0452	0730/2.1F
4/17Sat	1018	1320/3.7E	1716	2019/3.3F
	2331			
4/18Sun	0231	0538/5.4E	0916	1216/4.5F
	1536	1808/3.8E	2124	
4/24Sat		0018/3.5F	0311	0624/5.4E
	1007	1308/4.3F	1634	1858/3.2E
4/25Sun	2211			
		0102/2.2E	0407	0658/2.2F
4/25Sun	0929	1243/3.5E	1630	1948/3.5F
	2245			
4/25Sun		0201/2.7E	0505	0801/2.6F
	1034	1350/3.5E	1722	2035/3.6F
4/25Sun	2328			

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For race information contact the St. Francis Yacht Club race office at
(415) 563-6363 or Mike Ratiani at (415) 264-6453

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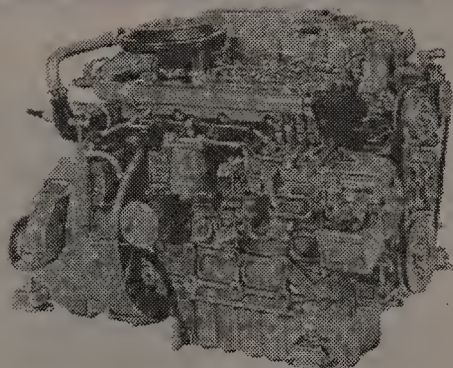
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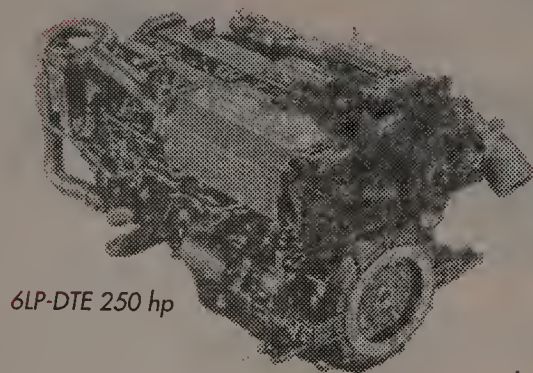
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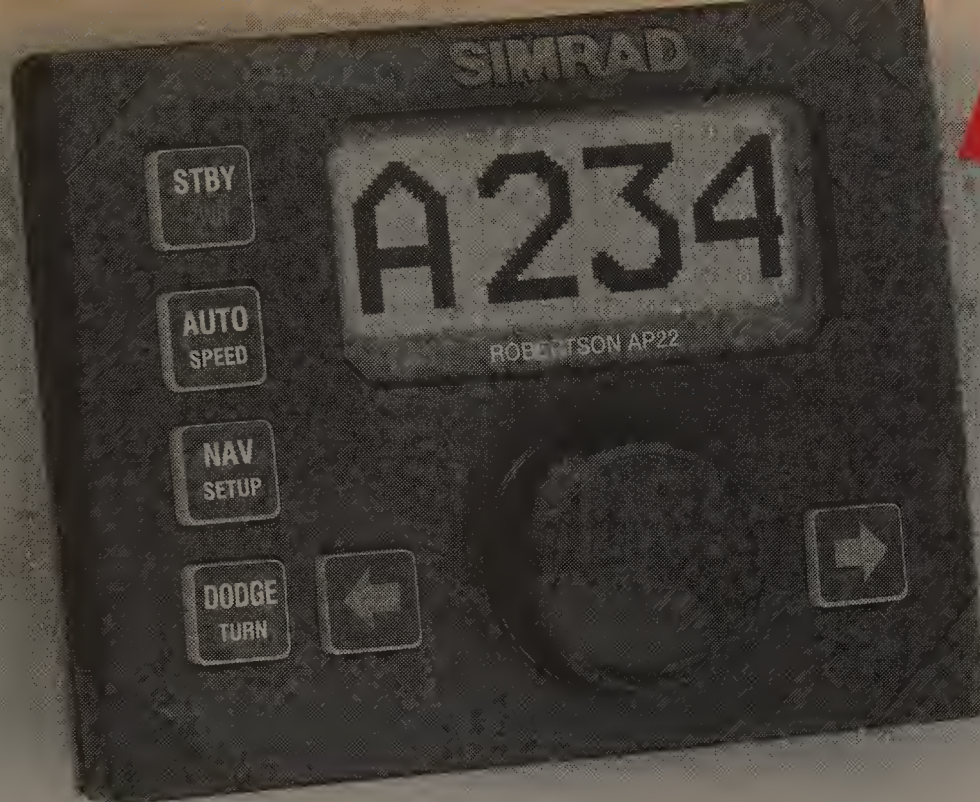
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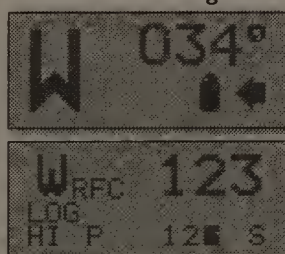
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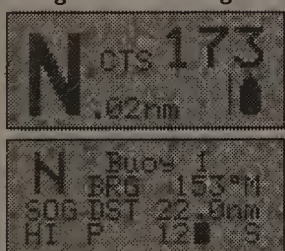
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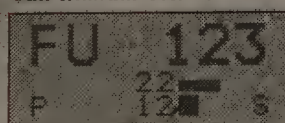
Navigational Steering



Enter the navigation mode and use signals from the GPS or chart plotter to keep your boat on track. The display presents you with cross track error (XTE) and waypoint data.

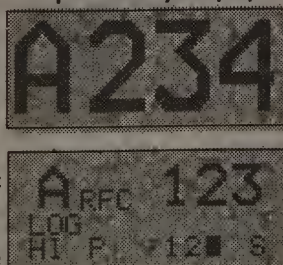
Wind and current may off-set the boat from a track even if it maintains the set course (1). The cross track error (XTE) is continuously calculated by the navigator or plotter and transferred to the autopilot which then counteracts the effect of wind and current and keeps the boat on track (2).

Full manual control



When leaving or entering the dock, you can steer your boat manually from the AP22. Heading, commanded rudder angle and actual rudder angle are easily read on the display.

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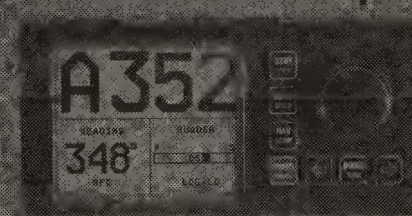


A second press on the mode key presents you with complementary information.



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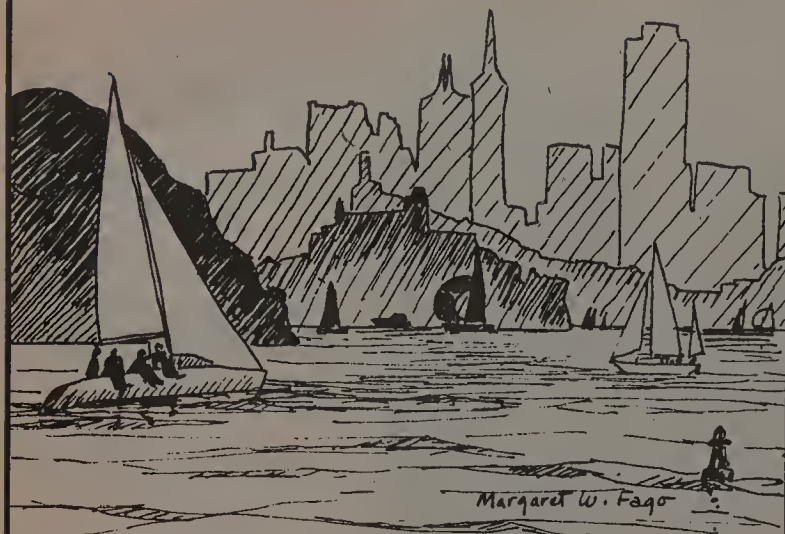
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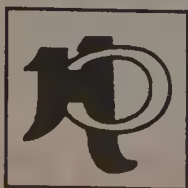
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LETTERS

OLD CODGERS

Hey! Cut out the "amazed" references to "older guys" who go cruising. If the truth be told, most of us cruisers are codgers who retired and therefore now have the time and money to 'just do it'. I had a 75-year-old geezer crewing for me from San Francisco to Cabo. I'm 70, and I singlehanded from Cabo to Puerto Vallarta, where I picked up a great young gal who'll accompany me to Panama and maybe on to Florida. I celebrated my 71st in Z-town, and except for a few aches and 40 pounds of excess weight, hope to be doing this for at least another 10 years.

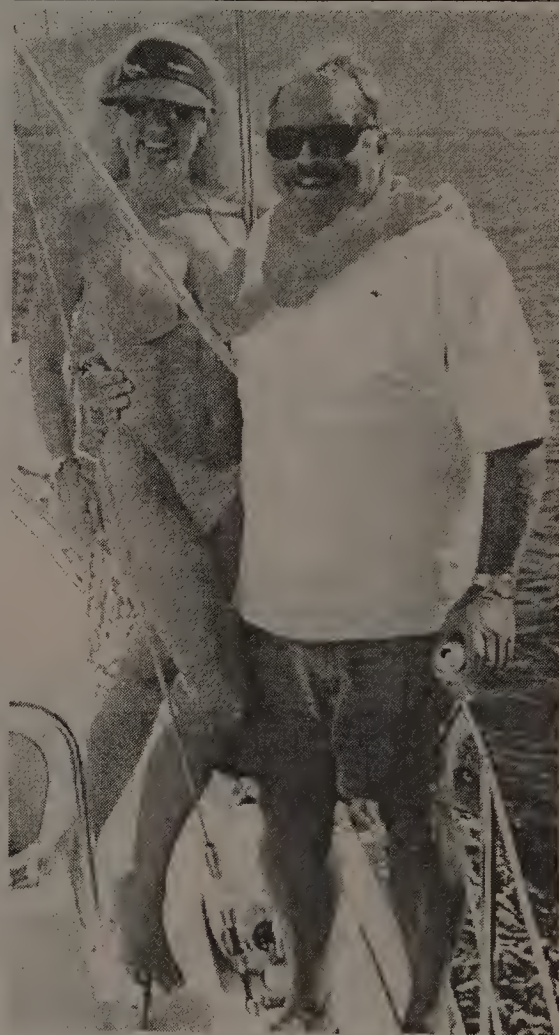
Check out the accompanying photo of the kind of ship-mates we older guys enjoy. All right, so she's my daughter-in-law, Judy.

I'm sorry I've missed the Baja Ha-Ha every year, but you guys always leave about a month before I'm ready. This is my fifth trip down in my own boat. I did it three times with my Pearson 424 ketch named *Spindrift*, and twice in my Nordic 46 RS, *Blue Point*.

Mexico gets better every year — although my trip to Wal-Mart today was a real culture shock. I thought I'd left all that noise and traffic in California!

P.S. My Village Marine watermaker works great!

P.P.S. I've been a reader since the first issue. Keep up the good work.



So that's why they call them the Golden Years.

Pat Price
Blue Point, Nordic 46 RS
San Francisco / Monterey

MEN WHO PREFER MEN

In the January issue you warned us to take caution when using Spanish words, and the need for understanding them correctly. We have proof that this is true.

This winter we sailed down the Baja coast, and in each little town we introduced ourselves as '*yates*' — which we pronounced '*yah-tays*' — to the local residents. They understood it to mean that we were cruisers, and so there was no problem in Turtle Bay or Bahia Magdalena.

But when we got to Mazatlan, we encountered an entirely different reaction. One night we dined at a seafood restaurant

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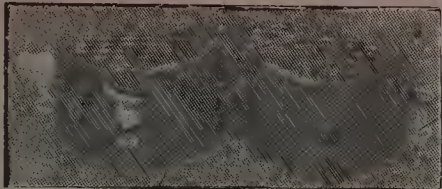
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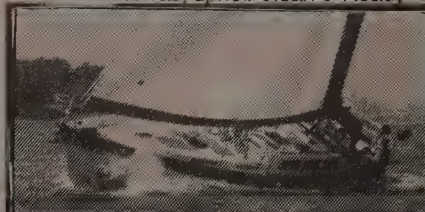


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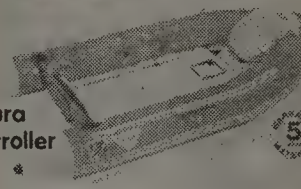
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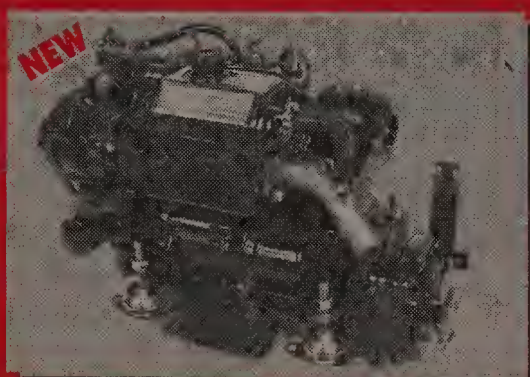
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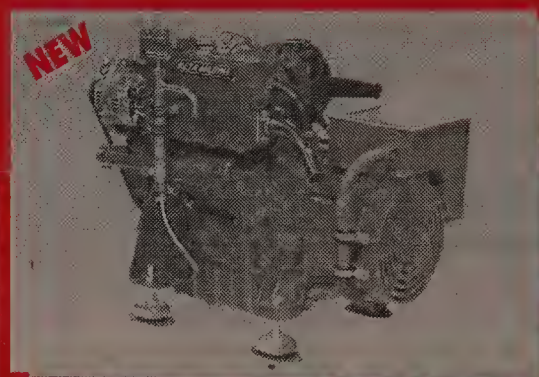
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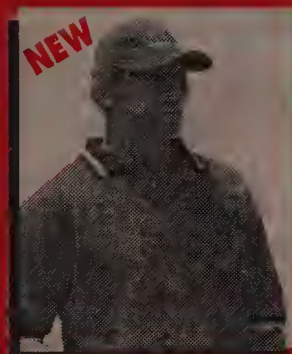
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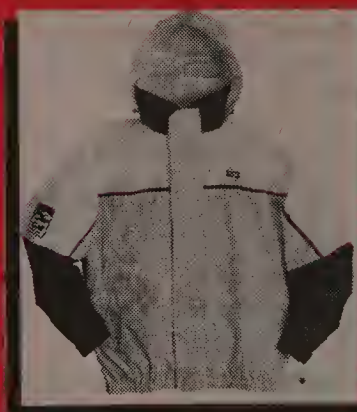
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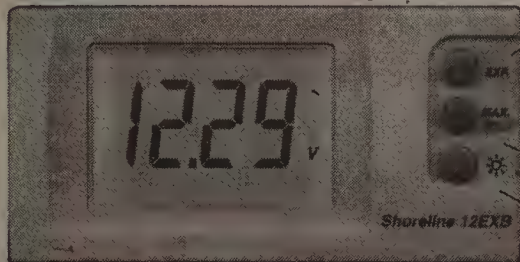
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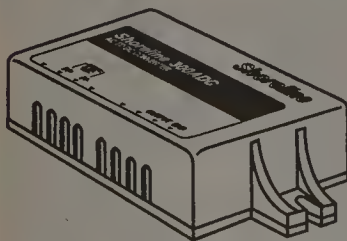
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LETTERS

popular with the local Mexicans. After a great dinner and a considerable half-English, half-Spanish conversation with our waiter, he asked where we were staying. My husband tried to explain our cruising lifestyle by proudly proclaiming, "Yo soy yate." The waiter's face registered dramatic surprise and his eyes said, 'Does this *gringo* know what he is saying?'

Apparently this *gringo* didn't, because the waiter then told us, "Yate is what we call men who prefer men." Everyone in the restaurant who overheard the exchange naturally roared with laughter. It was pretty funny at the time.

But it's just another example of how important it is to accurately understand the meaning of words and expressions — especially the local slang!

Marcia Marszalek and Pete Murphy

Sea Hawk

Tacoma / Cruising Mexico

Marcia & Pete — Funny story! It reminds us of President John Kennedy's historic speech in Berlin when he wanted to emphasize America's unity with the citizens of that divided city. The climactic line was, "Ich bin ein Berliner!" There was a roar of applause by the crowd which took his words literally: "I am a Berliner!" But there were also muffled guffaws from many who commonly used the term 'Berliner' as the slang for 'jelly doughnut'.

Since we're discussing cultural misunderstandings and men who like men, folks should realize that in Mexico — as well as in most of Latin America and much of South America — men who 'top' other men don't call themselves or even consider themselves to be bisexual or homosexual. We just thought some of you — particularly those who are sexually active — might want to know.

↑↓TIED UP IN A VACANT SLIP

Perhaps you or some of your legal-minded readers could answer a question for me. I don't know any more facts than what is stated below.

Recently a sailboat came into a local marina and tied up in a vacant slip. The slip had been vacant for many months. The 'unauthorized' sailboat was in the slip for a little less than a week when the harbor master had it towed away. A witness to the towing observed a completely bungled job by the towing company — they managed to wrap the tow line around their prop, and the sailboat ended up blowing/drifting sideways down the channel.

My questions concern the rights of the boatowner. Did the harbor master have the right to remove the boat with no notice whatsoever? Does anyone — harbor master, towing company, etc. — have the right to board a vessel without the permission of the owner/operator? Assuming the boarding and towing were legal, what recourse does the owner have if the towing company damaged the boat or if any onboard items were missing?

P.S. The '98 Baja Ha-Ha was great!

Geoff Evans
San Francisco

Geoff — Suppose a guy drove his car into your garage — which had been vacant for months — and left it there. After a week of having no place to put your car, you decided to have the guy's car towed — although you hadn't posted any signs to that effect. Do you think you violated the rights of the owner of the car? Of course you did! After all, shouldn't people be able to put their car in any open garage they spot? Their bodies in any empty bed they find? Their boat in any vacant slip?

Seriously, we think you know that the owner of the fictitious car and the owner of the real boat only have two rights: 1) To get

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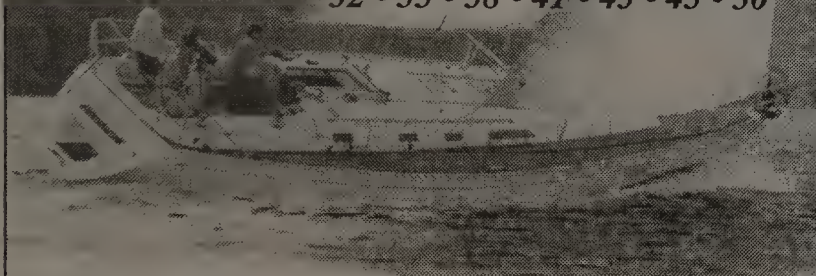


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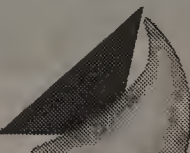
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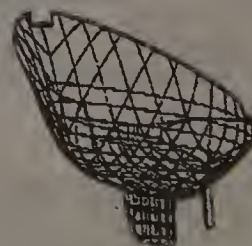
If we don't have an interior already drawn that would suit you we could sit down during the show and discuss the process of having me draw up an interior to your exact specifications. We can also show you the drawings for our new Stellar 58.

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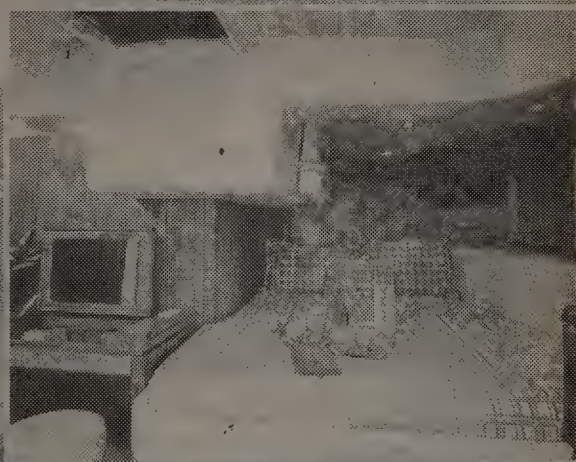
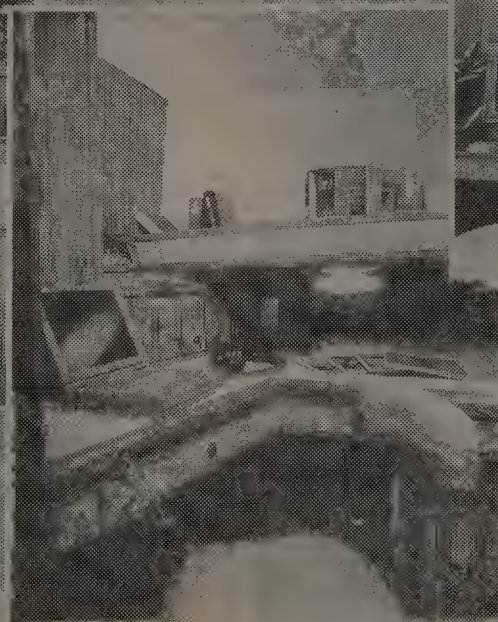
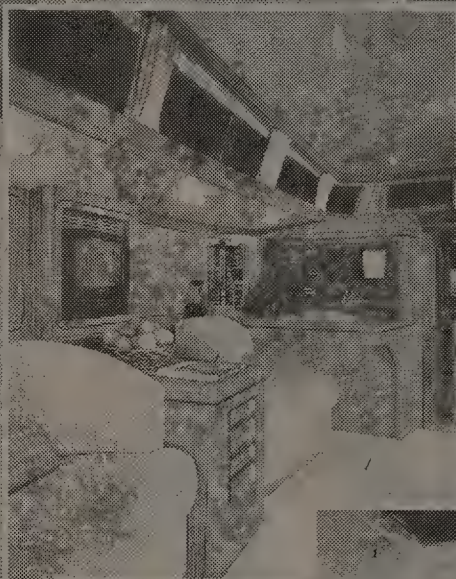
Both Dave and I look forward to meeting you and presenting this ultimate cruising boat for your inspection.

Robert H. Perry
Designer of the Stellar 52



Stellar 52

Fast Cruising Sloop



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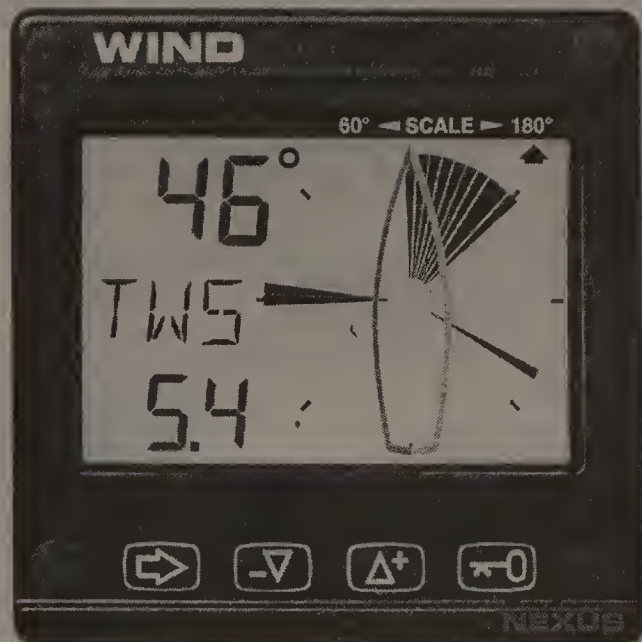
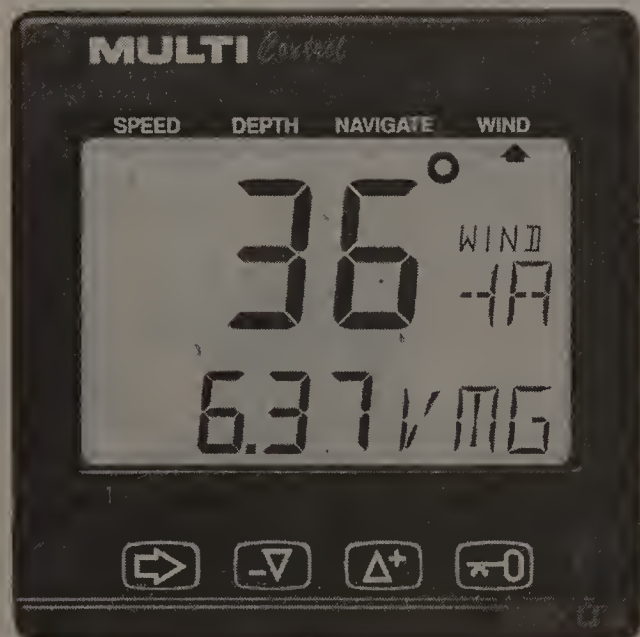
LETTERS

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a swift kick in the ass for such arrogance, and 2) A reasonably large fine to discourage similar behavior in the future. Of course, this is America, the land of so many lawyers and so little justice, so they wouldn't get what they deserve. Instead, the guy whose car got towed from your garage would probably sue your ass for civil rights violations, emotional distress, abuse of the mentally challenged, and hate crimes. If you were lucky, he'd probably settle for \$100,000 — which you might be able to raise by selling your house. Is ours a great legal system or what?

As for a boat or car being damaged in the process of being towed, the towing operator would be liable. However, a boat drifting sideways down a channel doesn't constitute 'damage'. The towing company would also be liable for items that disappeared from the boat or car — assuming, of course, that you could prove that they took them.

ANCHOR LIGHTS

We recently departed the La Cruz anchorage in Banderas Bay at oh-dark-thirty — about 0300 — to head south in order to round Cabo Corrientes before the afternoon winds kicked up. The weather was calm in the anchorage, but the visibility was poor, not only because it was night, but also because it was hazy. Even with my wife Nancy on the bow with night vision binoculars, it was difficult to leave the anchorage as we kept coming across the fuzzy and unlit forms of 15-ton anchored boats in our path. I really felt that our boat — and home — was endangered by the fact that so many boats were unlit. I can only imagine what it must be like trying to enter such an anchorage on a windy and rainy night.

It seemed to me there must be a good reason why some boats have their anchor lights on in an anchorage while others — only a few feet away — are completely dark. Based on my cursory research, I concluded that the Mexican authorities must have deemed La Cruz as a special anchorage under rule 30(g) of the 72 COLREGS. Under this rule vessels under 20 meters (65.6 feet) may be left unattended on a mooring without displaying an anchor light continuously after sunset in these specially designated anchorage areas. Similarly, San Carlos, Puerto Escondido, the Mogote (La Paz), Tenacatita, Chamela and just about every anchorage in Mexico that we've visited must share this special status — because there are always boats without anchor lights on.

During a recent night in Tenacatita Bay, I discovered that 10 out of the 38 boats weren't showing any light. No anchor light, no masthead light, no low-amp photoelectric cell, no deck light — no nuthin'.

Of course, my 'special designation' theory was pure conjecture that raised even more questions. How could I know which anchorages were really designated 30(g) and which weren't? This might be important if I needed to make safe haven under conditions which, for me, evoke a level of anxiety akin to night carrier landings. It's the silly little things that gnaw at me, such as, are there any other aircraft parked on the runway?

Do the special designation rules apply only to unattended boats on a mooring? What if the boat is attended and on the hook? If unattended boats can be dark, than why can't attended boats be dark? Put another way, why couldn't — or shouldn't — the whole anchorage be dark?

Then there was the question of insurance coverage. If I'm sitting perfectly legally in my own little 30(g) black hole and some audacious yahoo hits me while trying to get his anchor down or reset in a 40-knot *chubasco* at 0200, can I rest easy that my insurance company will absolve me of dereliction or violation of COLREGS for not having my anchor light on? Will they know that I was right — or at least not wrong — to have no anchor light on? And what if it's a Mexican boat, such as a

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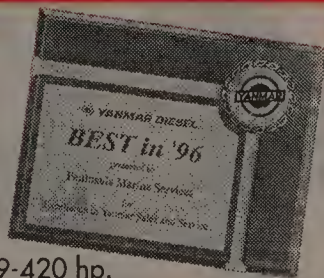
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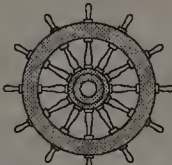
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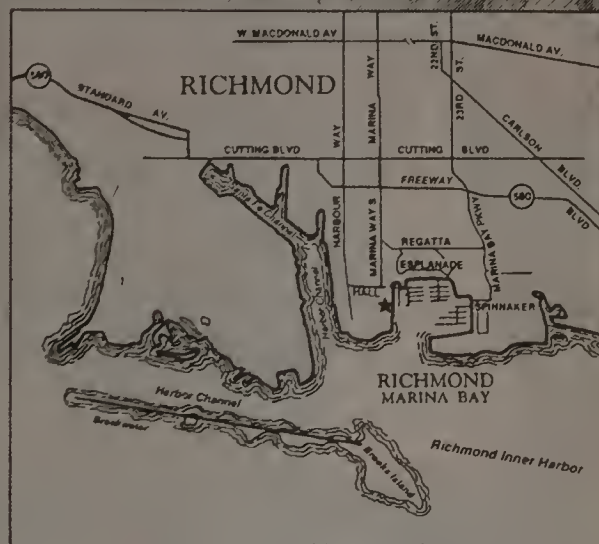
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LETTERS

panga running at 20 knots through the anchorage on his way out to the fishing grounds? How might the Mexican authorities approach compensation for a seriously injured *panguero's* wife and three kids?

So, having only succeeded in confusing myself, I decided that good seamanship, common sense and just plain covering my financial and legal butt all argued strongly for always turning my anchor light on in any anchorage. Okay, so it'll cost me a few gallons of diesel over a season to recharge my batteries. Let's see, if I used even as much as an additional 10 gallons a season — incremental for the anchor lights — that would punch a hole in our cruising budget to the tune of about \$16.50 U.S.

I wouldn't presume to speak for others, who apparently must have better reasons for not turning on their anchor lights, than I have for turning mine on. Here's our best shot at trying to figure out what those reasons might be:

10) I am completely surrounded by a defensive perimeter of other boats who have their anchor lights on.

9) So I'm sure to have enough power to make coffee in the morning without having to listen to the annoying noise of my genset.

8) Lights attract big birds who poop on my deck all night.

7) The weather is calm, clear and there is a full moon — at least there was when I went to bed.

6) I have a white hull that can most certainly be easily seen with night vision binoculars.

5) I put fenders out at night.

4) I have a sensor onboard that, upon impact, automatically turns on my anchor light. Sort of like an airbag.

3) Why all the fuss about a 20-ton, nearly invisible, floating object in the middle of a transient anchorage?

2) My anchor light bulb blew and I'm reluctant to have my wife hoist me up the mast with my life insurance still in effect.

1) The dog ate our anchor light.

So, every time I see a boat with no anchor light on, I wonder which of these excuses they would give to the Coast Guard or Mexican Navy? Or do they have a better one?

Jim and Nancy Tracey
Windance, Hunter 430 Legend
Bahia Tenacatita

Jim & Nancy — Having had a boat that spent the better part of 10 years on the hook, we're firm believers that an anchor light is a necessary — but insufficient — means of letting other mariners know your boat might be in their path. Folks don't motor through dark anchorages looking skyward, so while anchor lights are helpful from a distance, they are virtually worthless in close quarters. In our opinion, common sense demands that in addition to an anchor light, every boat have some bright illumination at eye-level to effectively indicate her presence to other skippers.

↑↓YOUR BOAT, YOUR BEST Y2K SHELTER

The Y2K problem. Too much has been written about what might happen; this short note is aimed at what we, as sailors, can do to minimize the fallout as our civilization sails into the next millennium.

No one is certain what all the effects might be and how long they will last. Yesterday, the guy in line next to me claimed all the top military leaders know and they are worried. Today's paper tells me some religious leaders are worried, while most are not. Me, I'm more concerned about navigation (I will not be on a plane), ATMs and making sure I have enough food and drinks until whatever happens, happens, and we get back to normal.

My solution to Y2K is not original, as it stems from one of *Latitude's* most unusual articles — *Your Boat, Your Best Bomb*

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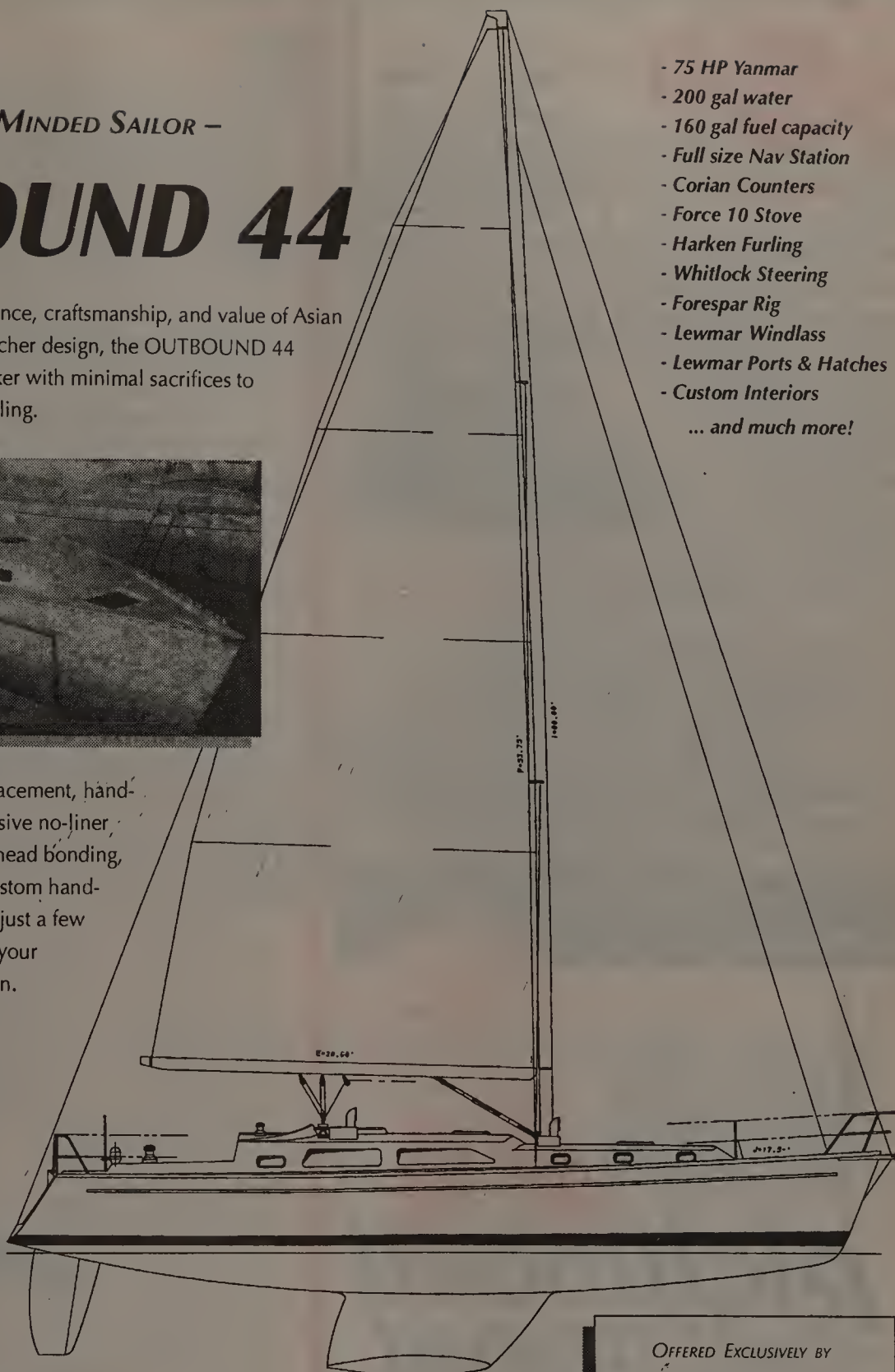
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LETTERS

Shelter — which appeared in April of 1982. At that time I was ripping *Latitudes* apart, saving sections of *Changes in Latitudes* that described places I might visit. I also saved articles on anchoring, provisioning and those about people — such as Amy Boyer and Doug 'Hurricane' McNaughton — who survived long, hard sails. I was collecting the articles as I planned, someday, to outfit my own boat and sail west to Australia and maybe beyond.

As it turns out, I did make that long trip. In 1985, I was transferred from Menlo Park to the Washington, D.C., suburbs, and had *Kiana*, my Chuck Burns-designed 29.5-foot sloop — alternately marketed as a Bodega 29 or Golden Gate 30 — trucked to Annapolis. In 1988, I retired, reread all those articles, and outfitted and refitted the boat. In January 1990 we sailed from Key West, Florida, to Panama — and eventually to Townsville, Australia.

Over the years, some of the articles have been thrown away and others are out of date. But last evening, I searched the boat and after half an hour found the 'Bomb Shelter' article. To summarize — for you non-pack rats — the author, Dr. Lewis S. Keizer, opened by quoting Swiss scientists who claimed that in calendar year 1982 there was a 5% chance of a thermonuclear exchange between the United States and the Soviets. He then went on to state that the laws of probability turn this 5% risk into a 100% certainty over a period of 20 years.

Dr. Keizer then proposed that your cruising sailboat could be your best bomb shelter — if it was provisioned with food, fuel, water, sunglasses and prepared for sea. At the first indication of big trouble, you were to sail out the Golden Gate and head 50 to 100 miles offshore. As I recall, for several issues after the article appeared there were follow-up letters to the editor. Unfortunately, I no longer have copies and to this day don't know the legitimacy of the author or his expertise. Maybe the whole thing was an April Fool's joke.

In any case, it doesn't take a nuclear scientist to see some similarity between



Gimme shelter. . . water, too.

the big boom and Y2K. Stock your boat with fuel, food and water. Party in your marina to welcome in the millennium, then toddle back to your boat and, if the electricity is still on, turn on the radio or TV and see what is happening. If the grid is down, sleep well knowing that you have enough to get by for at least two to four weeks, no matter what goes on inside Washington's Beltway or outside the Bay Bridge toll booths.

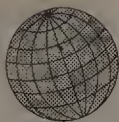
Kiana is back in Key West, as I completed my sail around the world in 1994. New Year's will find me here — and, if nothing else, I will know I did the right amount of preparation, no matter what Y2K brings.

Bob Rowland
Key West, FL

Bob — In the event of an all-out nuclear war, the best place to

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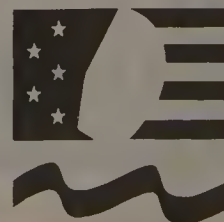
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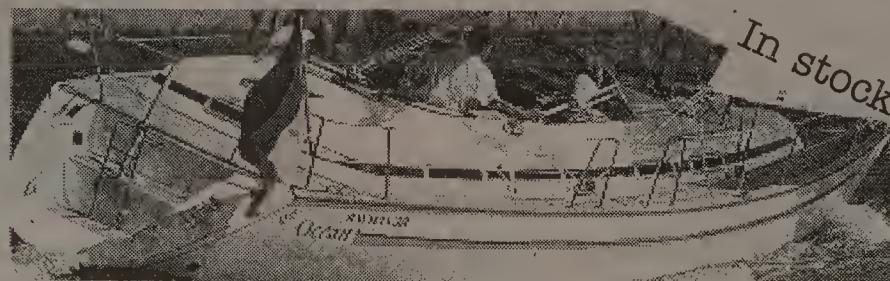
46 EXCLUSIVE



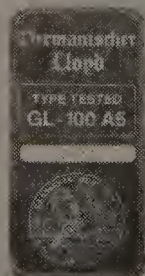
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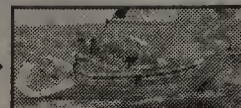
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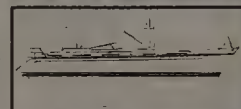
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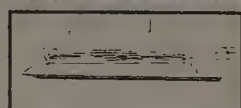
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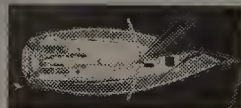
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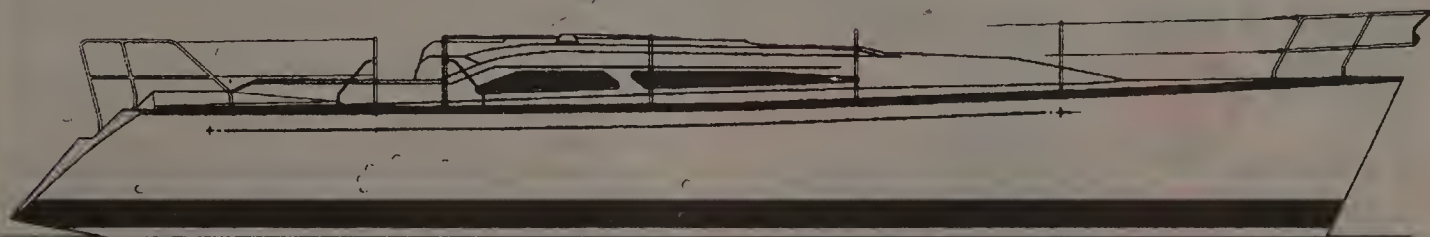


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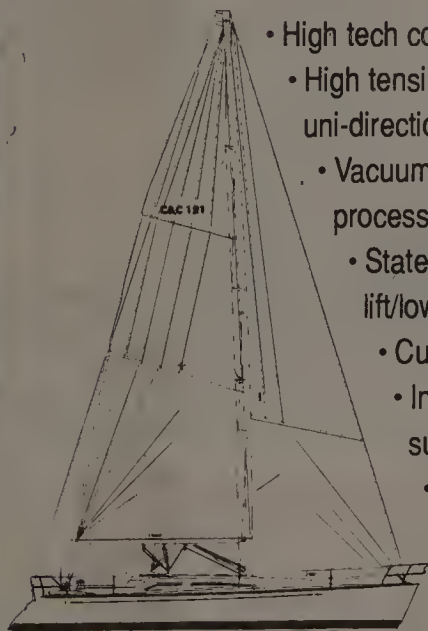
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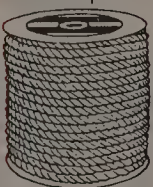
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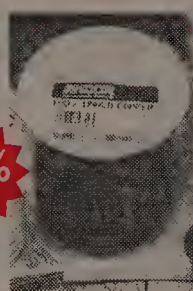


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LETTERS

be would probably be dead — unless you're into prolonged misery and unspeakable horror.

As for the Y2K problem — which we predict will be a none-too-calamitous and perhaps even mildly adventurous interruption in the norm — we agree that a reasonably well-provisioned boat, preferably in the tropics, would be the perfect 'survival vehicle'. The boat would provide a simple and mobile home with storage space for several months' supply of food and water. And with the ocean being so handy, unlimited additional food and water — assuming a hand-operated water-maker — would be just a few feet away.

We can assure you that our boat will be in the tropics well in advance of the pseudo end of the millennium. We'll personally be there, too, as after a long battle with the airlines we managed to get tickets to fly out on Christmas night. And why not split? With the uncertainty of what might or might not happen, nobody is going to count on anything being accomplished between the New Year and the middle of January. If nothing is going to get done anyway, why not be on a sailing vacation in the tropics where, after a couple of Pusser's Pain Killers, you won't be giving Y2K a second thought?

For those of you without boats and/or airline reservations lined up, you may have your work cut out for you. All the bareboats in the Caribbean, for example, were booked long ago. Most crewed boats are charging double and requiring two week minimums — and many are already spoken for. The biggest problem, however, may be getting to the tropics. With many of the airline tickets already gone, you may have to either fly first class — if there's even any of that horrendously expensive space left — or take your car or a bus down to tropical Mexico. It should be interesting — and if you're sailing in tropical breezes with friends and cool drinks — quite enjoyable.

We don't know much about math, but we do know that Dr. — of what, chiropractics? — Keizer doesn't know anything about probability. Here's proof: Sexologists say that in the year 2000 there's a 5% chance that President Clinton will succumb to temptation once again and get caught enjoying a mud-wrestling threesome with Monica and Paula. But if it doesn't happen in 2000, do the "laws of probability" mean it will certainly have to happen before 2020? We doubt it — if for no other reason than Clinton wouldn't be interested in a 45-year-old Monica and a 55-year-old Paula. Sure it's a terrible example, but most people find math boring so we had to spice it up to keep everyone's attention.

LOOKING FOR GHOST STORIES

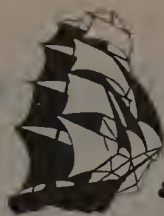
Since the first time I saw the Moore 24 *Poltergeist* abandoned on her trailer in Santa Cruz, I've had a special feeling for the 'little spirit'. So when my brother Kevin found himself in the market for a Moore 24, we drove north to Santa Cruz to check out a 'fixer-upper' that was for sale. The boat turned out to be *Poltergeist*!

The next thing we knew, Kevin was the owner of *Poltergeist* and we were taking her to her new home in Dana Point. At the time we didn't realize what a treasure we'd come across. We've since learned that *Poltergeist* has a colorful past and quite a reputation. We heard all kinds of tales, from her being sailed in Wet Wednesday races with nine people and a keg of beer, to winning the infamous 1975 Santa Cruz to Santa Barbara Race by several hours.

Since she had such an interesting life and had been raced by so many fine sailors, I'm trying to put together a history of her past. As a result, I'm looking for any old photos or stories folks might want to share. I can be contacted at (909) 687-7164 or by email at GSTCHSR@aol.com.

Rich Gault
Riverside

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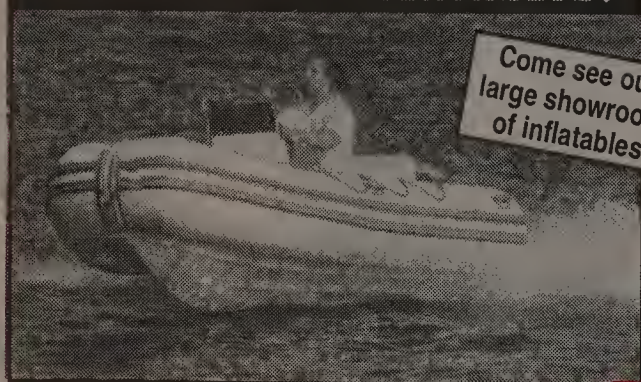
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LETTERS

Rich — The inimitable Ron Moore reports that Poltergeist was hull #7 of the 156 Moore 24s built, and was launched in early 1974. "She was commissioned for the late Dr. Robert Wade, who had been the doctor at my high school. You know, the guy who had to reach down into your pants and tell you to turn to the left and cough. Anyway, he equipped her with all the best stuff. But what really made the boat go were his son, Rob Wade, Jr. and Jack Halterman. The doctor was an old fart who got his kicks by going fast in a boat, and his kid and his kid's buddies whipped everybody and made him real happy. They were giant killers, and the old man really got off on it. It was great!"

Poltergeist really made her reputation in the windy '75 Santa Cruz to Santa Barbara Race, winning by a large margin. In addition to great drivers — Wade, Halterman and Dee Smith — they had one of the first starcut chutes, which helped eliminate the roly-polys. It was a tragic race, however, as the rough conditions overwhelmed the little ultralight Pi and claimed the lives of the Fennel brothers who had designed and built her.

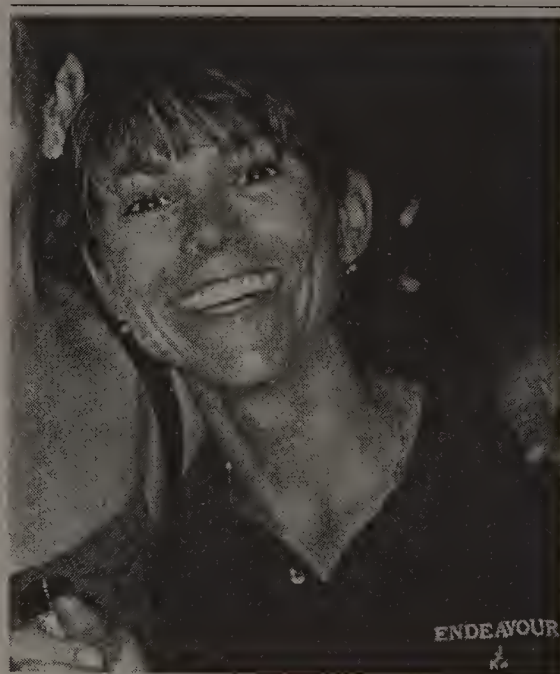
For the next couple of years, Poltergeist was pretty much untouchable in Santa Cruz. The big test came when the Wylie 28 Animal Farm, the North American Half Ton champ, came down for a match race. The four-foot smaller Poltergeist won handily.

SHOCKING TRAVESTY

I read with sorrow, horror and dismay the Sailing Home Next Year letter from Darryl Currie. His salutation, "Dear Human Beings at Latitude 38" is a shocking travesty of supposed 'political correctness'. Everyone knows that the editors of *Latitude* are animals — and proud of it!

Elizabeth Meyer, a.k.a. 'Wolf Woman'
 Endeavour, J Class Management
 Newport, RI

Elizabeth — For a 'wolf woman', you sure know how to train humans. We celebrated New Year's Eve not 20 feet from Endeavour, and despite the joyful madness all around the boat at the Charles de Gaulle Quai in St. Barths, Captain Sparky and Tracy — on charter, of course — never wavered from their professionalism. Well, other than Tracy's Lew-



Ever the professional, Tracy remained bright-eyed even at 0200 on New Year's morning.

insky-like application of a Ticonderoga tattoo on husband Sparky's upper thigh — far from the view of guests, of course.

As for us being animals, we think you need to get to know us a little better. We think of ourselves as profligates — who nonetheless believe in absolute personal responsibility. If that's a contradiction, it explains why we often find life so difficult.

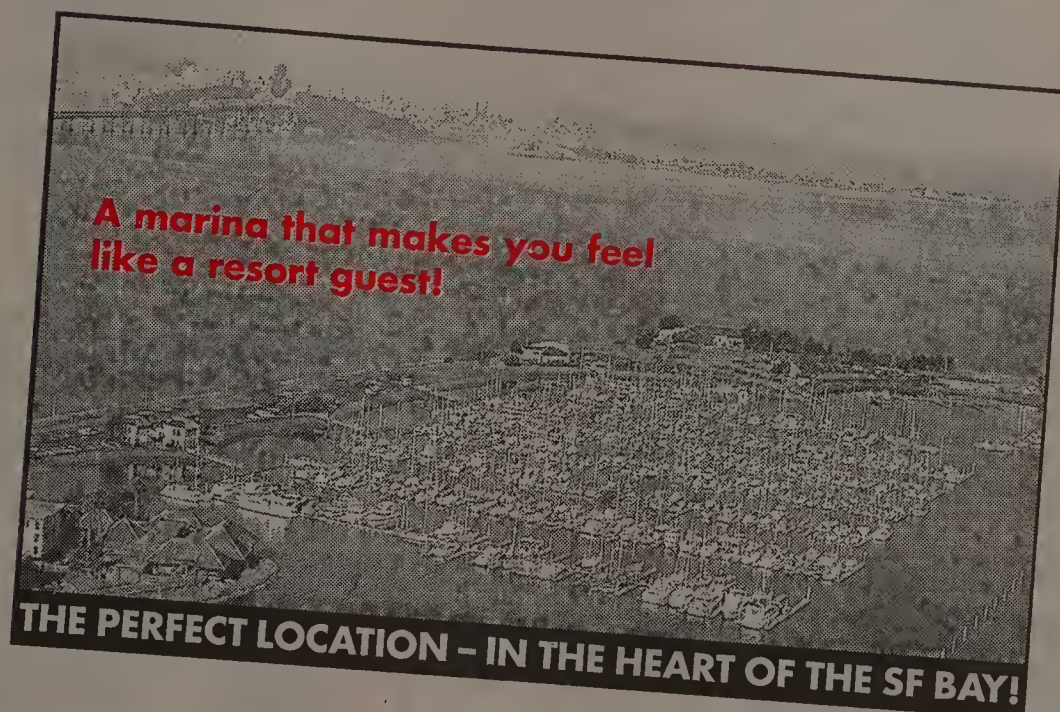
By the way, as we're certain you're aware, the anticipation of the racing between your Endeavour and the other 135-foot J

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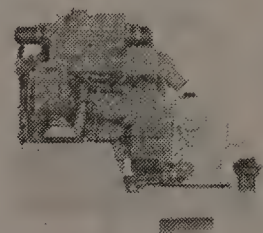
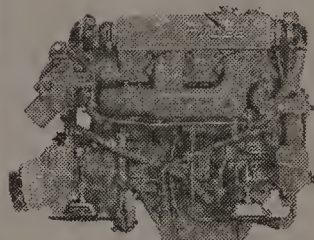
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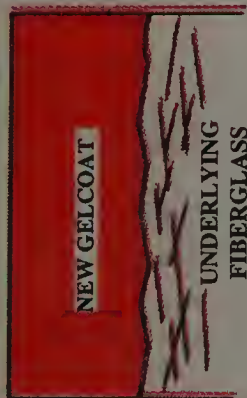
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LETTERS

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↑↓NORTHERS DOWN THE SEA OF CORTEZ

In the February issue, Hall Palmer referenced "winter Northers" and asked for tips on weather from "Sea of Cortez weather experts". I don't believe there is such an animal, but having cruised the Sea of Cortez under sail for over 43 years, I can offer a few observations.

1) If you have a radio on your boat — which I do not — you can probably predict a Norther using Capt. John Rain's excellent book *MEX WX, Mexican Weather for Boaters*. Since I can't predict Northers, I have learned to cope with them. A Norther is not really all that bad. Yes, they can get up to 45 knots and kick up breaking 10-foot seas after a couple of days, but I've never seen one that lasted more than four days. Others, however, claim that some have lasted longer.

2) Although this is not long-range forecasting, if, after a spell of quiet weather, a large swell appears out of the north — not the northwest — and/or the wind veers to north, I always presume a Norther is not far behind. Remember that November to May is usually the time for Northers, and the other half of the year usually has as many dead calms.

3) I try hard to never have to beat into a Norther. My boat is only 30 feet long, and I swear that the wave length in the Sea of Cortez is often 29.5 feet — which makes for very wet and uncomfortable sailing. I have often sailed on a reach in a Norther, however, and once made the 72 miles from San Carlos across to Punta Chivato in 12 hours this way. In addition, many times I have run back from Bahia de Los Angeles, on the Baja side, to San Carlos, on the mainland side, on the wings of a Norther. Last year we did the 45 miles from Los Muertos to Cabo los Frailes in eight hours using the power of a Norther.

4) To avoid beating into a Norther, I always have a downwind refuge picked out. My three cruising guides to the various parts of the Sea of Cortez describe 273 anchorages that I have used from Cabo up to the Midriff Islands, and down the mainland to Guaymas Harbor. Many of these can protect you from the fury of a Screaming Norther.

Northers are to be avoided, but not feared. Last week we bent a spreader and ripped a jib during a sail in a Norther between Punta Pulpito and San Juanico. We licked our wounds in beautiful San Juanico while we waited for the beast to blow itself out — which took one day. After all these years, all I can say with certainty is that I know next to nothing about weather in the Sea of Cortez — except that I can safely sail in it most of the time.

Gerry Cunningham
Patagonia, AZ

Gerry — With due respect to your immense experience in the Sea of Cortez, we're puzzled to hear you say that Northers — which you admit can blow to 45 knots and create 10-foot breaking seas — are "not that bad" and are "to be avoided but not feared." In our book, 45 knots is a strong blow — the wind force is four times that of 22 knots — and steep and breaking 10-foot seas require skill and concentration many novice cruisers don't have.

Indeed, in the last couple of years we've published reports from several cruisers who received serious physical injuries and had their boats damaged as a result of crossing the Sea of Cortez during Northers. All report that it was the unusually steep seas

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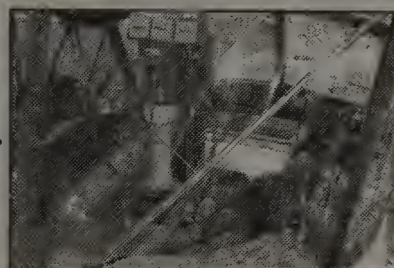
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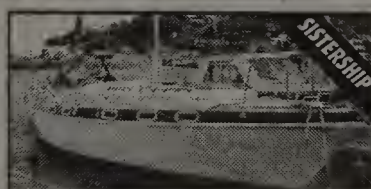
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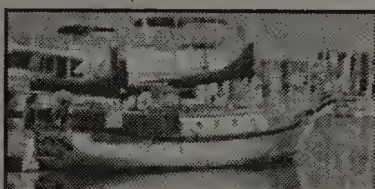
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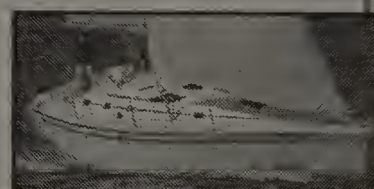
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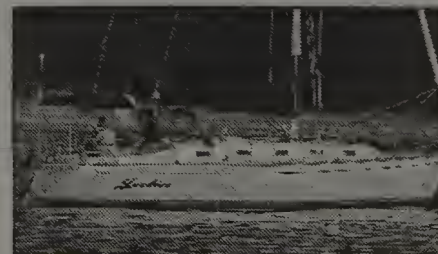
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LETTERS

— not the wind — that caused the damage. John Rains also urges caution: "Such strong winds raise a short, steep chop for which the area [The Sea of Cortez] is notorious. Mariners should stay put if a Norther is blowing or seek shelter if one is predicted."

While there are indeed many fine anchorages in the Sea of Cortez in which to take refuge from a Norther, Hall and we are more interested in being able to predict the weather a cruiser might encounter making the 200-mile passage between Cabo or La Paz and Mazatlan — which may take smaller boats the better part of two days.

While Rains' weather book seems to offer the best information on weather conditions between San Diego and Panama, we're wondering if two pages on Northers in the Sea of Cortez is enough to really tell the story. Rains reports that Northers develop when ocean air that follows a low over the Pacific coast of California slows down between the eastern side of the Sierras and the western side of the Rockies, creating a mound of air known as a 'Plateau High'. The mound of air ultimately disperses by taking the path of least resistance, which means flowing down to lower elevations and out the passes of Southern California in the form of Santa Anas. When the Plateau High is centered in the eastern part of the plateau, Rains advises that the air will also flow southward via the Salton Sea trough and the Colorado River Valley into the Sea of Cortez — and heads south toward the perennial low pressure near the equator.

That's fine as far as it goes, but we and others have questions for Baja experts: 1) If there is a Plateau High, is a Norther guaranteed or just a possibility? 2) Are there any other conditions that can cause an unexpected Norther? We ask because on a number of occasions cruisers have left La Paz for Mazatlan having been told there would be no Northers for at least 72 hours — only to be clobbered just a few hours later. 3) Is there any way to predict the relative strength of a Norther?

ONENESS WITH THE WIND

I never respond to stuff, but after reading the *Extreme Daysail* article in which it was reported that "an experienced helmsman quickly drove the big catamaran off the wind," it was too much to pass up.

In my opinion, driving a catamaran off the wind during a knockdown can be disastrous. Obviously a boat on the wind should be 'unloaded' before driving her off the wind — not the reverse. A Hobie Cat, for example, will dig in and tumble in a heartbeat if she's not unloaded. And the underpowered and heavy cats such as I sailed during my youth off Waikiki could dive off the wind and we would almost have to surf to get the boat to 'sing'. Nevertheless, with 10 passengers aboard, we always kept the mainsheet in hand.

And when racing *Wildwind*, I can remember sailing at 30 knots where pushing the boat to the limit meant sail trim kept one hull out of the water. The key was anticipation, concentration, and oneness with the boat, the wind, and the sea. Anything less was out of control and very dangerous. Experience is one thing, but powering your cat for existing conditions and keeping passengers safe takes wisdom.

P.S. How about a look at *Latitude's* catamaran *Profligate* — or did I miss it?

Peter Earnshaw
Santa Rosa

Peter — Our catamaran expert says that Hobie Cats and 75-foot cats have to be treated differently — and that you should always avoid the 'Zone of Death'. Check out the next letter for details.

We haven't done a feature on *Profligate* for several reasons.



Chris Maher of UK Sailmakers will be offering a seminar – Preparing For Mexico and Beyond – at 4:30 p.m., on Friday, April 16 at Pacific Sail Expo in Tent B.

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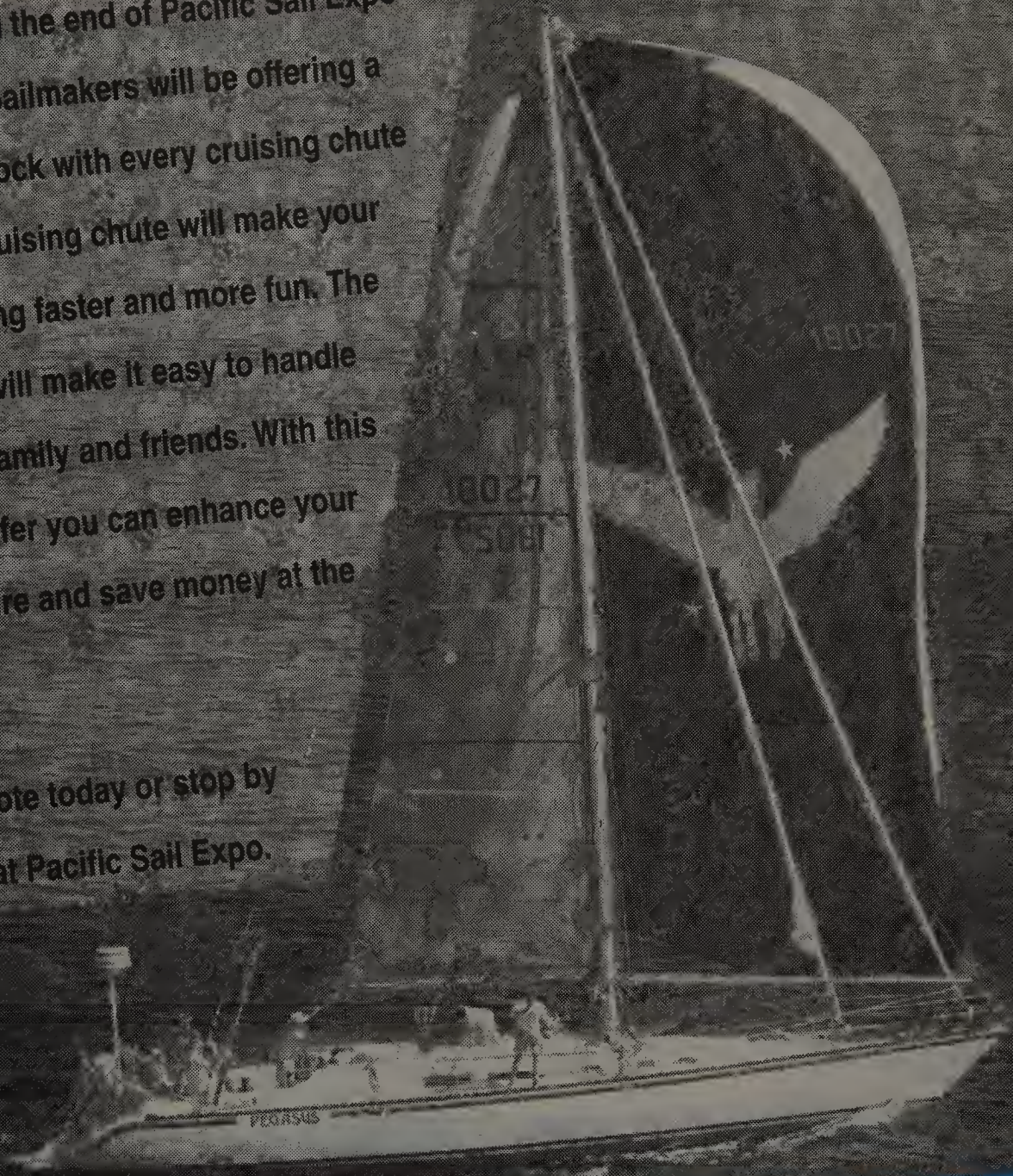


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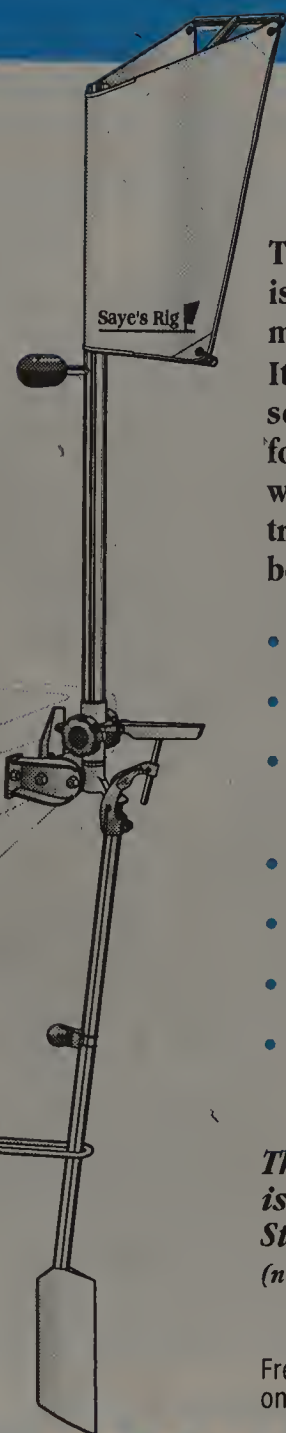
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The first is that we had so much fun sailing her that we never bothered to finish the ultra spartan interior. Secondly, we've been too busy to visit her in Mexico and thus haven't seen her for the last four months. Nonetheless, she was at last year's Cruising Kick-Off Party at the Encinal YC where she was toured by several hundred people. We expect she'll be back on the Bay in early May, at which time we'll be taking lots of folks for sails. If you're one of the first 100 folks to come to the Latitude Crew List Party at the Corinthian YC on April 8, you'll receive a certificate for a free sail.

↑↓ HOGWASH ABOUT FALLING OFF TO AVOID A CAPSIZE

The *Extreme Daysail* article in the February issue was interesting... but what was that hogwash about falling off the wind on a beat to avoid a capsize? If a hull lifts up too high when you're going to windward, you stuff the baby up into the wind and dump the traveller. These guys were very lucky they didn't end up 40 feet in the air — and then upside down!

All right, I bought some of that Stugeron seasickness medicine down in Puerto Vallarta while on a layover — I'm an airline steward. Sixty tablets of 75 mg cost \$18 U.S. Now all I need to know is how much to give my nieces when I take them on the Swiftsure Race in May. I know they're gonna need it.

Finally, I'd like to hear from any readers who have an opinion as to whether a Hobie 33 would make a good choice for the Singlehanded TransPac. How does the boat's durability compare with an Olson 30's? Are the rudders well made? Would the keel tend to fall off near Mile Rock? How does the fixed keel model compare with the lifting keel model? That kind of thing.

Bill Stange
Seattle

Bill — We'll let Gino Morrelli — who, in addition to having sailed to Hawaii aboard the big catamaran in question, is half of the Morrelli & Melvin design team that created Steve Fossett's 105-foot catamaran *PlayStation* — address the question of handling strong gusts aboard big multihulls:



Head up or fall off — whatever you do, avoid the 'Zone of Death'.

"The general rule of thumb with multihulls is that if you're hull flying and the true wind — not the apparent wind — is forward of 90°, you should head up in a gust. If you're hull flying and the true wind is aft of 90°, you want to bear off. But — and

1 D 35

Owner /Drivers Wanted

Congratulations to Don Payan on his new purchase of 1D35 Hull #34. Don's boat will arrive here just in time for the April Boat Show. Don, who has owned numerous boats, will campaign his new boat in the Ocean Series and numerous PHRF regattas until the 1D35 fleet meets at Big Boat Series.

Schedule a test sail now and see why 20 of these new boats made their debut at Key West Race Week. If you have been waiting for a truly affordable yet Owner Driver (Category 1) fleet, your boat has arrived and the fleet is forming now on San Francisco Bay.



Daniel Forster



Daniel Forster



Daniel Forster

Key West Highlights

Here's just a few of our Owner Drivers' comments:

Pete du Pont: "The 1D35 is a big boat in hiding. Even in ten knots she has the feel of a 40-footer – plenty of power and a steady feel to the helm. Very definitely not a dinghy, but a real powerhouse." *Winner of Key West Race Week '99 & Former Mumm 30 owner.*

Nick Worth: "This is exactly what we've been looking for. Thirty-five feet is the right size, one design is the way to go, and this is a very fast, fun boat to sail." *Former owner of a Mumm 30.*

Robert Hughes: "This is the breakthrough boat. You have to sail and experience this boat or you'll never know what you're missing!" *Former J-35 owner.*

John Sweeney: "This is the boat for the Bay. More stable than the Mumm 30 and just as much fun as the Farr 40 at a much more attractive price. This is what we have all been waiting for." *Former 11:Metre owner.*

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this is a big caveat — if you're hull flying on a big multihull, you simply should avoid sailing with the true wind between 75° and 105° — which is known as the 'Zone of Death'. The reason you either want to be sailing slightly above a close reach or slightly on a broad reach is that if you're sailing in between and get hit by a big gust, there isn't enough time with a big multihull to either steer out of it or ease the sheets."

Morrelli went on to explain that the 'Zone of Death' doesn't materialize until there is a 'critical mass' of wind, and the amount of true wind necessary depends on the boat in question. "With the America's Cup-winning catamaran Stars & Stripes, it happens when it blows about 20 knots true; with Fossett's Jeanneau 60 trimaran Lakota, it's at about 25 knots true. We haven't sailed the new PlayStation enough to know yet, but it would probably be at about 30 knots true."

We're not qualified to give pharmaceutical advice, so you're going to have to get recommended Sturgeon doses from someone else.

Bill Stange? Airline steward? Olson 30? Wait a minute, aren't you the guy who sailed the Olson 30 Intense to Hawaii in 1988 in just 11 days and 15 hours to break Norton Smith's decade-old Singlehanded TransPac record? Thinking about doing it again, are you? All we can tell you about the suitability of the Hobie 33 for the Singlehanded TransPac is that some top-flight sailors think it's the perfect design for the race. At the conclusion of the 1996 West Marine Pacific Cup, for example, we asked Bill and Melinda Erkelens — who had taken overall honors with their Dogpatch 26 Moonshadow — if they'd ever like to do the race again. They said they would, but in something a little bigger, "Such as a Hobie 33, which would be perfect for the course." The fact that they didn't get around to it — running Larry Ellison's Sayonara got in the way — doesn't mean the design still wouldn't be ideal for the course. Actually, there was a West Coast sailor who drove all the way to Florida to pick up a Hobie 33 in order to enter the Singlehanded TransPac. He never did, but only because he had some bizarre troubles trying to tow the boat to California.

THE REST IS HISTORY

I was sitting on my liveaboard boat in Marina Village on April 8, 1997, minding my own business watching the local news when the phone rang. It was a lady friend from Monterey, who was in Alameda on her way to the Latitude 38 Crew List Party — which happened to be at the Encinal YC that evening. She didn't want to walk in the door alone, so she asked if I might be interested in going over to the club with her. I had attended Latitude Crew List Parties in the past — and even picked up a crew for the '92 West Marine Pacific Cup from one of them. So I told my lady friend, "I wasn't planning on going, but why not?"

My friend got into the party free because she had taken out a Crew List ad. I paid \$5 to get in because I hadn't taken out an ad. We both filled out our name tags and then pretty much went our separate ways. Since I really wasn't looking for crew, I didn't plan to actively work the room. I went to the bar to get a beer.

While waiting for Michael, the bartender, to draw my Anchor Steam from the tap, I noticed an attractive woman wearing an 'I'm Looking To Crew' tag approach the bar. Without a sideways glance, she ordered a white wine. My mind began calculating course, speed, and attack angles to plot the best intercept vector. Then I came to my senses! Taking my beer in hand, I reminded myself that I hadn't come to the Crew List Party to score. I was just going to hang out, have a beer or two, then head back to my boat.

So I took my beer over to the buffet, picked out a little finger food, and found a place to lean back and munch while I scanned

WATERCRAFT SAFETY

Winter is finally coming to an end, and it is time to start thinking about the boating season. Warm, sunny days will be here before you know it, and you want to be prepared to enjoy them from the very beginning.

But before you set sail, you want to make sure everything is 'shipshape'. It is vital to keep your boat well equipped and maintained for the safety of you and your passengers. You want to savor those beautiful summer days without any worry. Be sure to check the following parts annually for leaks, cracks and rusting.

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Boat maintenance and safety go hand-in-hand. As the captain of your vessel, you are responsible for your passengers and the other boats and people around you. It is important that you know the load limit of your boat and not exceed it. Too many passengers could impair the boat's performance, the driver's vision and attention, and possibly put people in jeopardy.

Know the nautical 'rules of the road'. Driving a boat is no different than driving a car. Rules have been created to assure the safety of all boaters, particularly during the busy summer season. One rule that should be obeyed at all times is that the driver of a boat should never drink and drive. Sun, wind and boat motion can increase the effects of alcohol. Just a couple of drinks can impair balance, judgment and reaction time. A designated driver is always a smart and safe option.

Other boating safety tips:

- Keep life jackets visible and accessible.
- Always carry safety gear on board and know how to use it.
- Make sure your vessel is clearly numbered on the front of the bow.

Boating is an enjoyable summer activity, so have fun. But take the necessary precautions so you can enjoy boating for the entire season.

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the room. I figured that if anyone was interested in talking to me, they could make the approach. It wasn't long before I got involved in a conversation with some folks looking for a boat. Suddenly, the woman I'd noticed at the bar was in front of me — and thrust her business card into my hand! "I'd like to go sailing sometime," she said. Just as abruptly, she turned to walk away.

I looked at her card and saw that her name was Laurie. "Hey," I said as she was walking away, "you can't just give out your card, turn away, and expect someone to call you." She looked like a kid with her hand caught in the cookie jar. She smiled and explained she really wasn't comfortable at these kinds of events. Nonetheless, we spent the next several minutes talking about our sailing backgrounds, and what we were looking for in sailing partners. Then Laurie said she had to be going.

A few days later, I took a chance and called Laurie to see if she'd like to spend a day on the Bay. It turned out she was busy — but we did make plans for the following weekend.

The rest is history, as we fell in love! About 18 months later — on February 27th of this year — Laurie and I were married. I sold my boat *Strange Bird* in January, and we're now buying a new Catalina 42, to be named *Strange Bird* also. While we'd prefer to "just do it" and go cruising right now, we have a few things keeping us to the dock. We're shooting for being part of the cruising class of '02 or '03. I guess it just goes to show that you never know who you will meet at a *Latitude* Crew List Party — provided at least one person has the courage to say or do something!

P.S. I'd read all of *Latitude*'s admonitions that the Crew List Parties aren't designed or intended as meat markets or for matchmaking, and I certainly didn't plan on taking advantage of the situation. Although no one is going to believe me when I say that my intentions didn't go beyond finding a crew, that's my story — and I'm sticking to it!

Jay Ailworth
Strange Bird, Catalina 42
San Francisco

Jay — We couldn't be happier for both you and Laurie! Nobody feels completely comfortable at events such as that... but fortune favors the bold.

Latitude's next Crew List Party — for racers, cruisers and day sailors — will be on April 8 at Tiburon's Corinthian YC. Unlike previous Crew List Parties, we're going to have some added attractions (see Sightings). While our intent is to give boatowners looking for crew and crew looking for boats a chance to meet, far be it for us to stand in the way of one of Cupid's arrows.

WITH LITTLE REGARD FOR SAFETY

I've just read the sad news in your magazine about the death of John Caldwell of *Tropic Seas*, Palm Island, and other adventures.

My connection with Caldwell and his family started in Sydney, Australia. It was 1959, and four friends and I purchased *Tropic Seas*, the boat Caldwell had sailed to Sydney. We had decided, like Caldwell, to sail around the world — and would partly fulfill our dream. We took off from Sydney in '61, and for the next three years sailed the yacht to Hawaii via Lord Howe Island, New Zealand, Tahiti and several other places. We sold the yacht in Hawaii, as by that time most of us had met our brides-to-be and were keen to return home.

We never met Caldwell personally, but followed his pursuits over the years. Many years ago he sent us a copy of his book, *Family at Sea*, which we later presented to a caring person who had befriended us along the way.

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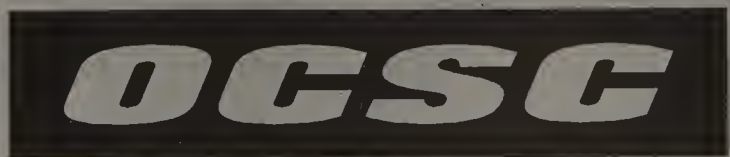
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Tropic Seas was like a guardian angel to us, as none of us had any sailing experience when we left Australia. What money we had was spent on provisioning the boat, so there was nothing left for safety gear. Our survival gear, for example, consisted of a couple of surfboards.

I hope this letter may fill in some missing links — and I wish John's family my fond regards.

Lewis Carter
Rose Bay
Sydney, Australia

↑↓TAUGHT 400 TEENAGERS SEAMANSHIP

It was most interesting to read Jay Gardner's request, in the February issue, for a multihull to be donated to Sea Explorer Post 333. Our Explorer Post 950, located on Seattle's Puget Sound, had a somewhat similar desire several years ago.

The first boat we obtained was the Six Metre *Lully II*, which had won a silver medal in the 1936 Olympics in Kiel Bay, Germany. We raced her very successfully for three years, then took possession of the Eight Metre *Alai*, which had supposedly been owned by the King of Sweden. After that, we acquired *Assault*, a Two Tonner that had belonged to John Buchan, a very successful local sailor. Our group successfully campaigned that boat for three years as well. Buchan then donated *Heather*, another Two Tonner. Once again our Post 950 campaigned the boat throughout the Pacific Northwest.

The highlight of the Post's 10 years of racing by local high school boys and girls was a first-place finish in the prestigious Swiftsure Race! Perhaps even more interesting is that the skipper was Fred Roswold, who, now that he's cruising the *Serendipity 43 Wings*, is a frequent contributor to your very fine magazine. During the 10 years that Explorer Post 950 was in existence, Roswold and his staff taught superb seamanship to over 400 teenagers.

Even though Jay Gardner of Post 333 may think it's a bit of a stretch to find a donated boat that would fit his program, these boats are out there. It takes some work to obtain a large boat, but the rewards are certainly worth the effort — and the results and memories last a life time! Good luck, Jay.

P.S. All the donated boats were in excellent condition — and kept that way.

Guy Harper
Ram-bunk-shus
Seattle

↑↓WHAT WOULD IT DO TO THE ECOLOGY DOWN THERE?

I may have missed something in a past issue, however I wanted to call attention to a proposal that would expand SFO airport. New and longer runways would be added by pushing fill out into the Bay, fill that would effectively block Coyote Point to Oyster Point — my old stomping grounds.

Apparently the runways would be two miles long. I can imagine what that would do to the ecology down there. Lord knows that SFO needs some help, but this type of expansion seems very ill-considered, to say the least. Do you know anything further?

Dexter Bailey
Serendipity 43, Samiko
Santa Cruz

Dexter — On March 9, John Martin, Airport Director at SFO, told the Chronicle: "There is no formal runway project . . . thus far our efforts have been only to determine the feasibility of reconfiguring our runways to cut delays, airfield inefficiencies and noise impacts, while ensuring environmental gains." So your

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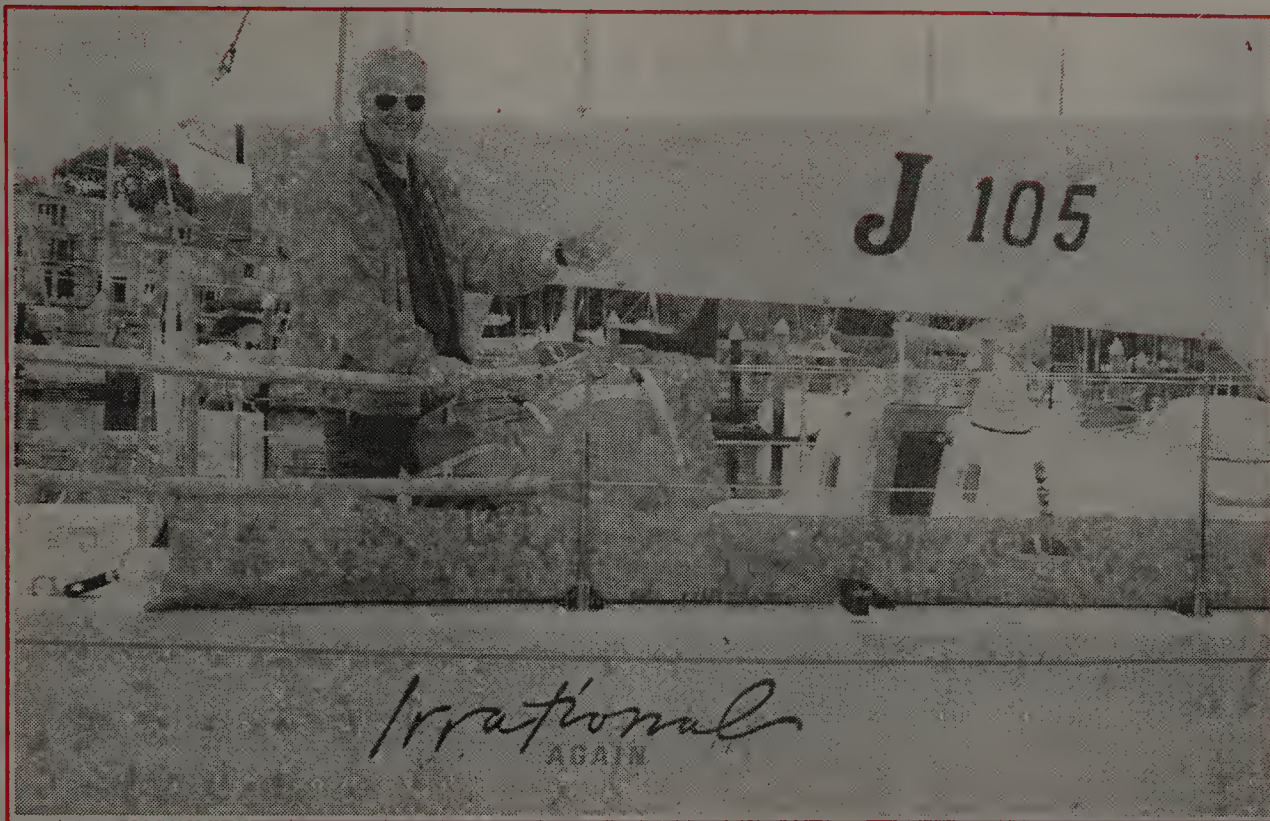


PHOTO: MARK RUDIGER

Jaren Leet doing his Roger Ebert impression.

Jaren Leet is back on the San Francisco racing scene with his J/105 *Irrational Again*. In their first full scale effort, the *Irrational* team posted a convincing 2,1,2,4 record to dominate this highly competitive 14-boat one design fleet in the CYC midwinters. Along with his outstanding crew, Leet credits his new Ullman Pentex jib and Dacron main. "We were always fast downwind, and now, with our full Ullman inventory, we have **speed to burn** upwind." Choosing **Ullman Sails** was not irrational; they have an incredible success record with J/ fleets everywhere. Teamed with the talent and expertise of **Jim Leech** and **Mark Rudiger** you can't lose. If you want to beat Leet or your own fleet, call **Leech and Rudiger** at **Ullman Sails San Francisco**.

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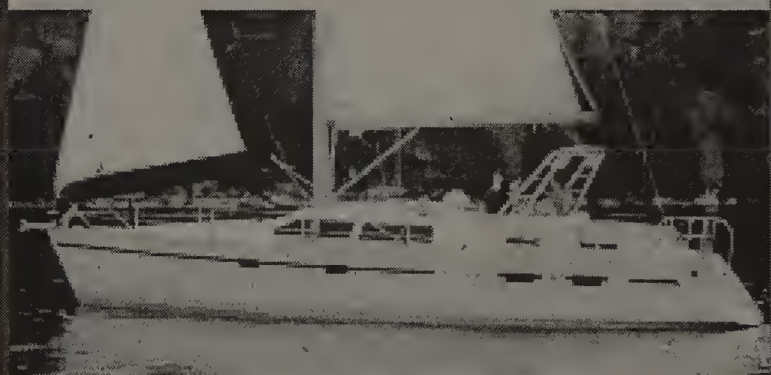
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LETTERS

old stomping grounds are not about to be cut off immediately.

Frankly, we think it's inevitable that there will be runaway expansion at SFO within the next 10 years or so, and that expansion will be into San Francisco Bay. But we don't think it's ever going to involve the cutting off of any of your old stomping grounds, as there's no reason for it. It's also inevitable, of course, that there will be endless squabbling, protests and lawsuits before any such expansion would occur.

Our take on the idea is that while filling in 1/1000th of the Bay — or whatever — may not be ideal from an ecological point of view, it wouldn't be the end of the world — especially if there was reasonable mitigation. Frankly, we suspect that the Bay suffers much more from the unchecked population explosion and by the fact that we Bay Area residents collectively drive more than 100 million miles a day.

THE FOG, THE WIND, THE ERICSON 35s

Does anyone know how many Ericson 35 Mk-IIs there are on the Bay? I recently completed a two-year refit on hull #140 that was built in 1970, and would like to contact other owners who love this popular Bruce King design as much as I do. Interested Ericson 35 owners may email me at bergend@gacnw. I'd also like to thank Dennis Daly of Dolphin Marine, who did all of the work and helped me plan projects wisely. Great work, great guy.

P.S. Every time I consider relocating to escape the Bay Area's high density population, heavy traffic, and high cost of everything, I remember all the things that make San Francisco Bay so wonderful. Yes, it's the cheese, the wine, the Anchor Steam Beer, the fog, the wind, the great jazz scene — and the best sailing rag anywhere. While I'm sure I left out some of the other reasons, *Latitude* is on my top ten list of reasons to live here.

Dave Bergen
 Sheetwize, Ericson 35 Mk-II
 San Francisco

Dave — Thanks for the kind words. While the Ericson 35 Mk-II wasn't quite as popular in Northern California as its contemporary, the *Islander 36*, she was a fine design. In fact, *Latitude* owned and beer-can raced one for several years. Several employees are still angry she was sold. If anybody wants further details on design, she was our Boat of the Month back in April 1983. Reprints are available for \$3.

WE HATED PAPEETE!

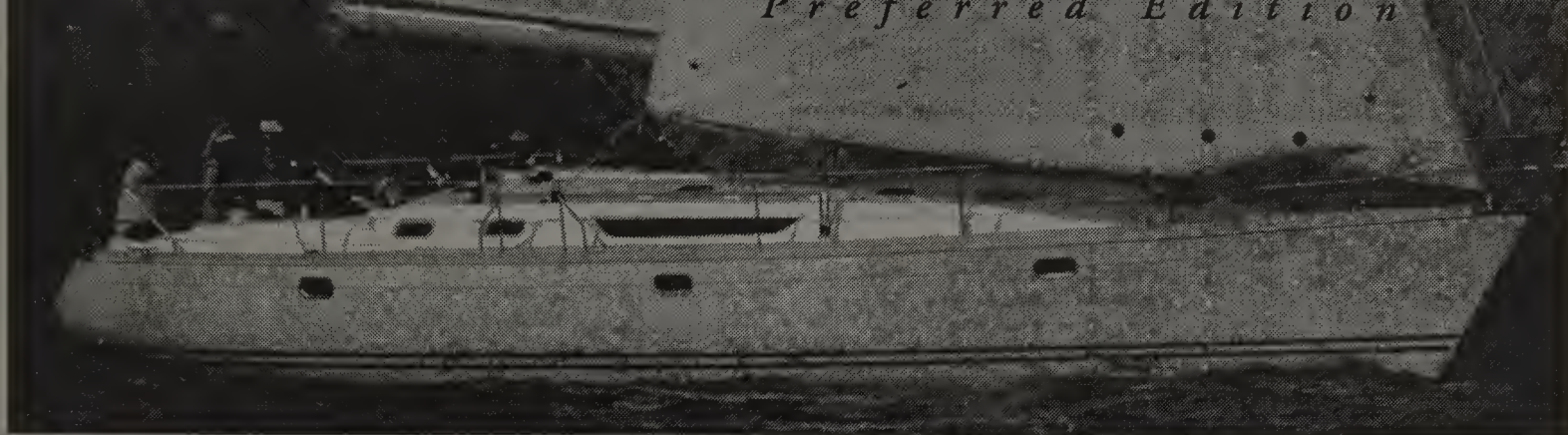
Fred Roswald and Judy Jensen of *Wings* are good friends of ours — I shared L Dock with *Wings* at Shilshole Marina in Seattle for many years — and it was great to hear of their travels in the Marquesas and Tahiti. Having said that, we have to disagree with their generally glowing description of Papeete as presented in the February Tahiti Pit Stop article. We hated Papeete!

After the pleasure of sailing to the Marquesas and then hopping a freighter — steerage class — to Papeete, we were appalled by the city's dingy appearance and the horrible, noisy, 'devil-take-the-hindmost' high-speed traffic along the waterfront. For example, while patiently waiting to cross the four-lane 'race track', a Tahitian family of four bravely started across the so-called 'pedestrian crossing'. The traffic came to a screeching halt — except for some idiot on a motor-scooter who crashed into a young woman on another scooter. While we and other bystanders helped pick up the pieces, the Tahitian family that had caused all the wreckage by daring to cross the street quickly disappeared.

Our nerves shattered, we collapsed at an outdoor cafe and ordered two Coronas. The price? An incredible \$4.30 U.S. each!

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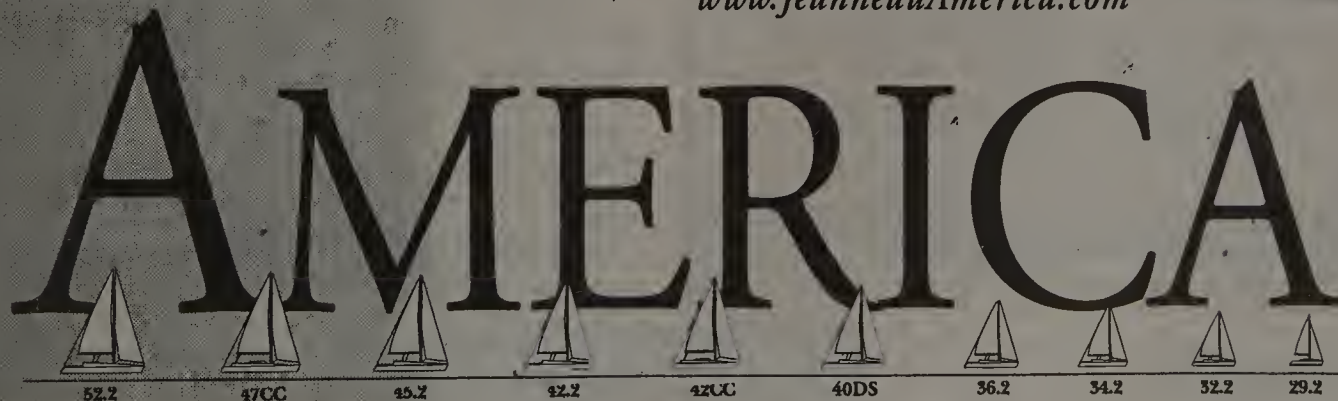
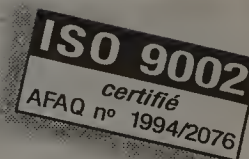


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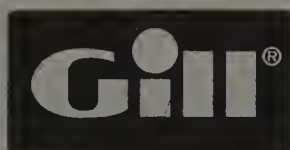
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LETTERS

Having just come from Mexico where Coronas sell for one-tenth that price, it was a rude awakening.

Papeete's architecture is best described as French Colonial Hideous. There must be a mandatory school of architecture somewhere which specializes in this repulsive 'style'. What else can explain the uniform mediocrity of the buildings, most of which exude a general air of disrepair and decay?

We were glad to hear that *Wings* had a calm anchorage Med tied off the wharf. That was not the case for a couple of boats that ended up on the beach a week or so before we arrived. As well as being crowded, the anchorage is not well protected from either the wind or the swells that roll in through the pass during a storm. It was with great relief that we boarded the high-speed ferry to Moorea, which is as unspoiled and beautiful as Papeete is trashed and ugly.

One Sunday, we attended a local church service in Moorea. After being welcomed by the minister in French, Tahitian and English, the visitors were treated to the magnificent singing for which the local islanders are justly famous. We got the same welcome in Bora Bora, except that the prices were even higher than in Papeete! But it was at Bora Bora that we signed on as crew aboard the Kona-based steel cutter *Gershon II*, bound for the Cook Islands, Tonga and Fiji. So we left Tahiti with very mixed feelings, having experienced the extremes of beauty and ugliness — along with universally stratospheric prices!

By the way, Fred and Judy, how about a more detailed account of your stormy trip from Fiji to New Zealand? We know you didn't get caught in the worst of the three storms, but we'd nonetheless like to learn what we can from your experience.

John Kelly and Linda Keigher
Hawkeye

Paradise Village Marina, Nuevo Vallarta

John & Linda — While Papeete — which with a population of over 100,000, has more than 2/3 of the territory's population — is certainly no garden spot, and the French drive like maniacs the world over, some folks nonetheless appreciate the city's roguish charm. Different strokes for different folks, but you can count us among them. Especially since the perfect antidote, Moorea, is such a short sail away.

LOW PROFILE CRUISERS

I'd like to expand on Phil Arnold's March letter, the one in which he announced that Ed Arnold, his dad, had just singlehanded around Cape Horn.

I met Ed and Mary Arnold in 1992 while we both were preparing for a spring launch of our boats at Bock Marine in Beaufort, North Carolina. I was in the early stages of a seven-year cruise — '90 to '97 — of the East Coast aboard my San Francisco-based steel ketch. Ultimately I had my boat shipped back to the Bay Area.

As for the Arnolds, they left that spring for Europe via the northern route aboard *Nomad*, their 35-foot Ted Brewer aluminum design. During their trip to Europe, the Arnolds had a bit of excitement as they dragged anchor and went ashore in Iceland. Fortunately, the Icelandic Coast Guard pulled them off with just minor damage to the aluminum hull. They actually have a permanent record of the mishap as the Coast Guard videotaped the entire operation.

The Arnolds wintered in England the next year, and spent subsequent winters in Norway, France, Denmark and Holland. They cruised all of Europe, went into Russia, and during this time also made another Atlantic round trip. They've had numerous letters published in the Seven Seas Cruising Association's *Commodore's Bulletins*.

After Mary rejoined Ed — which was to happen at the end of

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Congressional Cup, Long Beach Yacht Club, 1996. Photo by Geri Conser.

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IN
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TOO!

LETTERS

January — they were to cruise Chile and then Hawaii followed by — I guess — Alaska and then down the coast, hopefully to San Francisco. They are relatively low-profile cruisers, and a joy to talk with and know.

Cal Pannell
Ferra, Vallejo YC
Walnut Creek

Cal — Thanks for that additional information. The oceans of the world are dotted with cruisers who make amazing voyages without any desire for recognition. We salute them all!

UNTIL THE WIND QUILTS

Your answer to Donn Tatum's February letter — the one in which he slammed *Latitude* for, among other things, describing sailing as a "casual activity" — was great. Some people are so uptight they squeak when they walk. Please continue *Latitude* the way it is until the wind quilts.

Barry Ward
Lodi

Barry — Thanks for your support. We have nothing against folks who prefer more formality and less frivolity when reading about sailing, but they're just going to have to get their fix from other publications. Even if we tried, we couldn't do *Latitude* any other way.

RARELY GET THE DETAILS

When I was a private pilot not too long ago, I regularly received the Federal Aviation Administration reports on aircraft accidents. I thought these were great teaching tools, as they helped me build up a mental library of situations to be avoided, and actions that could be taken if I happened to find myself in dangerous situations. But when it comes to sailing accidents, we rarely get the details.

We wholeheartedly agree with the comments in the December issue asking that folks who were in storm conditions report on what tactics they tried and how they worked out. Those of us who haven't had to face survival conditions need to learn from those who have.

Butchie and Bitchie
Contenta, Lapworth 40
Sausalito / New Zealand

B & B — We're happy to print all we can get — but it's hard information to come by. Often times individuals aren't forthcoming for insurance and other reasons, and government agencies are usually horrible on details.

ANY INFORMATION ON THESE BOATS

Hi. I recently purchased a 23-foot sailboat built by Clipper Marine. If anyone out there has any information about these boats or information on any Clipper Marine associations, could they please contact me at rfitz@nidlink.com.

P.S. Thanks for a great magazine.

Roy Fitzsimmons
Coeur d'Alene, Idaho

Roy — The only 'information' we'd like to share about the Clipper Marine boats is that they were less robustly built than most other production sailboats of the time. As such, we'd be hesitant to trailer one to either of the coasts for open ocean sailing. But she's probably a great boat for the lakes.

THE SEARCH GOES ON

While renewing my subscription, I want to thank *Latitude*

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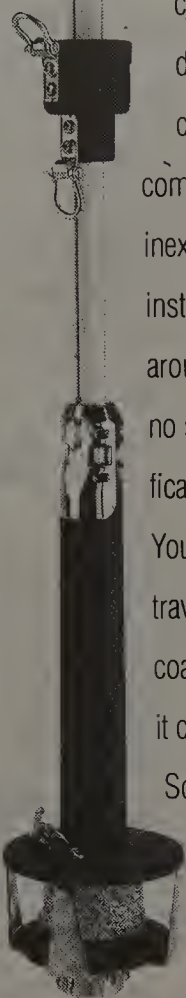
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LETTERS

for helping keep 'the dream' alive.

I recently returned from the London Boat Show, which was just amazing. The logistics of getting those yachts indoors must have been staggering. I spent most of my time looking at the cruising yachts in the 38 to 44-foot range from the most prominent European yards. I don't know what market they are targeting — certainly not offshore cruisers — as most had no significant storage for fenders, lines, and so forth. The living spaces, however, were stunning. I was also disappointed to find that engine access is, apparently, only an afterthought. The only exception was the Wauquiez 43 — which I found to be a magnificent yacht.

Anyhow, I had fun and the search goes on — albeit more focused. I'm looking forward to Sail Expo '99. I went last year, but didn't have a clue — or a clew.

Ollie Cordray
Angels Camp, CA

Ollie — As spectacular as the London International Boat Show is, the world's biggest is — who'd have thought? — the Dusseldorf Boat Show in Germany.

Of course, there's no reason to travel all the way around the world looking for a boat, as Sail Expo '99 runs from April 14 to 18 in Oakland's Jack London Square. The good news is that there will be more large cruising boats on display than ever — in fact, more than at any other West Coast boat show. Furthermore, the old 'sinker' docks have been replaced with the latest and greatest cement versions. We hope to see you there.

↑↑HOT ON POLYPRO

I like funny coincidences.

One of the March *Letters* was Frank Taylor's blast at Roger Bohl for recommending nylon rope for dock lines. Taylor reported that "many shipping companies use polypropylene rope because it can be handled by inexperienced people with greater safety."

The next day I read the Associated Press's coverage of the National Transportation Safety Board's findings on the July 20, 1998, fire aboard the cruise ship *Ecstasy*, a blaze that caused \$15 million in damage: "Highly flammable polypropylene mooring rope — potentially as combustible as gasoline — combined with lint to fuel the blaze aboard the cruise ship *Ecstasy* as it headed out to sea last summer."

I'm not advocating any particular type of dock lines, but rather reporting that I enjoyed a great laugh. It was made all the better by the somewhat comical way in which the fire started aboard the *Ecstasy*: "Investigators determined the cause of the fire to be a spark from a torch being used to repair an ironing board in the laundry room. The fire ignited lint, causing flames to shoot up through the air ducts lined with lint and later out onto the mooring deck where some 7,200 pounds of polypropylene rope was stored."

I'd like to comment on a few other issues, but you'll have to excuse me as I have to rush down to my boat to check for potentially dangerous levels of lint.

Joe Gordon
San Jose

↑↑MASTER MARINERS

I'd like to invite all owners of classic wooden sailing vessels to join the Master Mariners Benevolent Association — and before the end of the millennium, too! We're always looking for classic and traditional vessels to join our fleet, and we have much to offer, have lots of sailing events, social activities, and other benefits.

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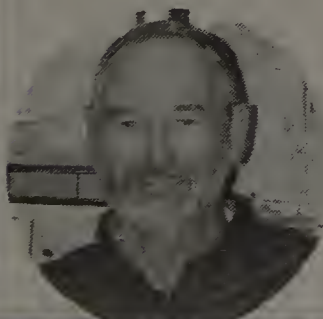
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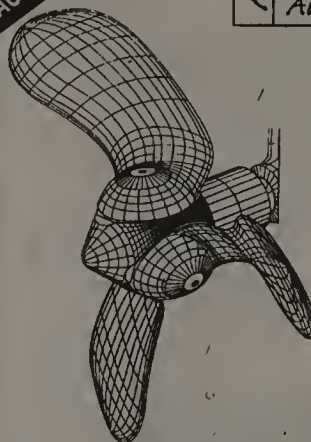
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LETTERS

of our year — will be held on May 29, to be followed by the traditional rendezvous at the Encinal YC in Alameda over the rest of the Memorial Day Weekend. We hope all wooden boat owners will participate, as the regatta and rendezvous always really get the classic sailing enthusiasts year rolling.

While the Master Mariners' Regatta is normally the premiere event for classic sailing yachts on San Francisco Bay, this year it will merely be the warm-up act for the return of the Tall Ships. As most folks already know, the Mervyn's Gold Rush Race will be held over July 4th weekend. So whether you are a competitive sailor or just want to enjoy a "fast parade", why not jump-start your 1999 sailing season by registering for the Master Mariners' Regatta.

Membership applications and regatta invitations are available by contacting MMBA at (415) 364-1656, or by visiting our new website at www.mastermariners.org.

By the way, the other Master Mariners' sailing events for the year are as follows: June 27, the Classic Boat Show at the Corinthian YC; July 10, the River Rat Cruise up the Delta; September 4, the Chickenship Regatta up the Petaluma River; and the October 2 Offshore Cruise to Drake's Bay.

Robert Rogers
MMBA Regatta Chairman

Readers — Rogers' letter was obviously written before officials pulled the plug on the Mervyn's Gold Rush Race — because of what officials claim was a shortage of \$2 million. While it would have been great to have the tallships back on the Bay, real master mariners know that no matter if it's sailing or sex, it's far better to be a participant than a voyeur.

↑↓HELP, I'VE FALLEN IN LOVE

I've fallen in love with the CT-41 design that was built in the mid-70s and hope to own one somebody. However, a broker just told me to be wary of any boat built in Taiwan between '73 and '78 because they used inferior — non-marine — grades of plywood for the decks and other parts of the boats. The apparent result has been lots of boats with rotten decks.

Is this true? Am I in for nothing but heartache with this design? By the way, I'm new to sailing — not to mention rebuilding boats.

Karl van der Velden
Seattle

Karl — The bad news is that boats built in Taiwan spanned the entire quality spectrum. Some were pretty good while others were just awful. And often times there was huge variation within the same line of boats. If the American supervisor was there, the workers would do good work. If the American supervisor was gone, you could never tell what they were going to do.

The good news is that the design you've fallen in love with is 20 to 25 years old, so whatever problems a particular example of this boat is going to have, it will have manifested itself by now. There's more good news. That design — rightly or wrongly attributed to designer William Garden — was built by many yards in Taiwan and marketed under countless names: Sea Wolf 41, Formosa 41, Yankee Clipper 41, Overseas 41, ad nauseum. Of all these, the CTs were generally considered to have been the best built.

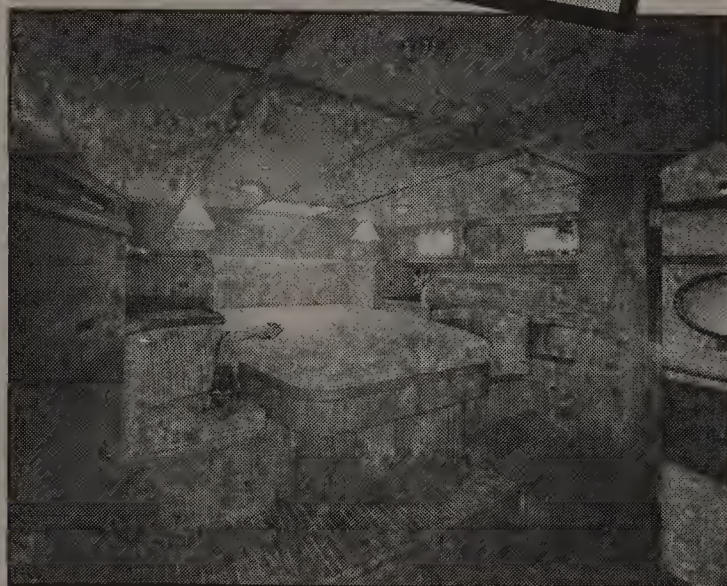
Our recommendation is that you continue to ask questions, particularly of folks who have owned CT-41s, and of surveyors who have examined a number of them. Warning: Be wary of buying any boat with a major problem — such as rotten decks. If you think you can have the problem fixed for \$10,000, rest assured that it will inevitably cost twice as much — or more! Major

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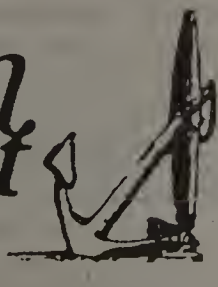
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LETTERS

boat repairs aren't cheap, and they take a lot of time.

⚡CRUISING WITH A DOG

In the December issue, you put out a call for folks with first-hand experience cruising with a dog. I thought I'd share our sailing adventures with Molly, our cocker spaniel.

First, however, you might recognize our names, as we're the owners of the DownEast 38 schooner *Sea Rascal* that was signed up for the '97 Baja Ha-Ha. If you gave any thought to our absence, you probably chalked it up to real-life issues that keep so many people tied to the dock instead of leaving on their dream adventures. But in our case, we actually did go cruising — but from another coast. Thanks to a small but unexpected infusion of cash, we suddenly had the means to do the cruise we really wanted — which was a season in the Bahamas. The unexpected extra money allowed us to truck our boat to St. Augustine, Florida, where we started our journey down the ICW to Key Biscayne — and ultimately through the Exuma chain. It was an interesting year; the highs were phenomenal and the lows were mutinous. In any event, it gave us tremendous insights for when we cruise again.

All of this brings us to the subject of dogs on boats. Although Molly hadn't been a great 'boat dog' before the trip, she did great. We eventually trained her to do 'her thing' on deck, although she always preferred a shore call. Dog food is scarce and very expensive in the outer islands, so we were lucky that Molly only weighs 20 pounds. As a result, we were able to store enough on board for eight months without significant hardship.

We met a bunch of other cruisers sailing with dogs — including a couple with two 70-pound German shepherds aboard their own DownEast 38. That couple's biggest problem was keeping enough dog food on the boat. Two big dogs eat a lot of food, so it was an expensive problem. The couple also had to build a special step for their boarding ladder to accommodate the dogs. In addition, they rowed the dogs ashore twice a day — which wasn't an easy task as there were many winter storms which brought 30-knot winds and very roly seas into Georgetown Harbor. Nonetheless, the couple — and presumably the dogs — were happy with the arrangement. They're still out cruising.

The Bahamian government has standardized documentation for animal importation. The biggest problem, however, is that they require pet import applications prior to the pet's arrival in the islands — and the processing of the papers generally takes four to six weeks. It's possible to Fed-Ex an application and pay a special handling fee, but it costs about \$100. They also require a veterinarian's health certificate signed within 48 hours of entry into the islands. That meant Molly had to pay a visit to a vet in Florida immediately prior to our taking off. In our case, it turned out to be two visits, as our first attempt at crossing the Gulfstream was terminated due to bad weather. It also meant that we had to immediately sail to an island with a Custom's agent, so there was no dawdling at a deserted cay, lest the dog be an illegal mongrel. Bimini was closest to Florida, and ideal for checking us and the dog in.

The best advice we can give to potential cruisers with pets is to research the regulations for each country that you think you will visit, and request and complete paperwork well in advance of your visit. If you have a local vet with whom you have a relationship, see if you can get him or her to complete, but not date, a health certificate. That gives you a certain amount of leeway in entering foreign ports. We hope this information helps.

Regrettably, after owning *Sea Rascal* for 11 years, we decided to sell her. Indeed, she's on her way to Trinidad where she'll be a liveaboard, and we're glad of that. As for us, we're doing the suburbanite thing while our six-year-old does the

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LETTERS

school thing. We home-schooled her for kindergarten, but being the only kid, she was incredibly lonely during the cruise. We just didn't see many children her age out cruising last year. While she learned a lot about the world, she's much happier in a structured classroom with other kids.

If anyone has questions about cruising the Bahamas, we'd be happy to try to answer. Our email address is CRascal@hotmail.com.

Lisa Gardner
California

SEVEN MONTHS TO SETTLE

We're responding to Richard T. Cross's *The Whole Story Is Yet To Be Told* letter that appeared in the December '98 *Letters*.

We at Blue Water Insurance Inc. are insurance brokers and as such have the ability to locate the best possible insurance companies to fit our clients' needs and budgets. In the case of Mr. Cross, that company was AXA Global Risks, one of the very few companies that provide insurance for crews of two on a worldwide basis. This insurance product was originated by our firm for the benefit of our customers. Based on the number of insureds that we represent, our letters of recommendation far outnumber those of complaint. Please refer to the accompanying letter about the rescue of the s/v *Kampeska*, one of our insureds!

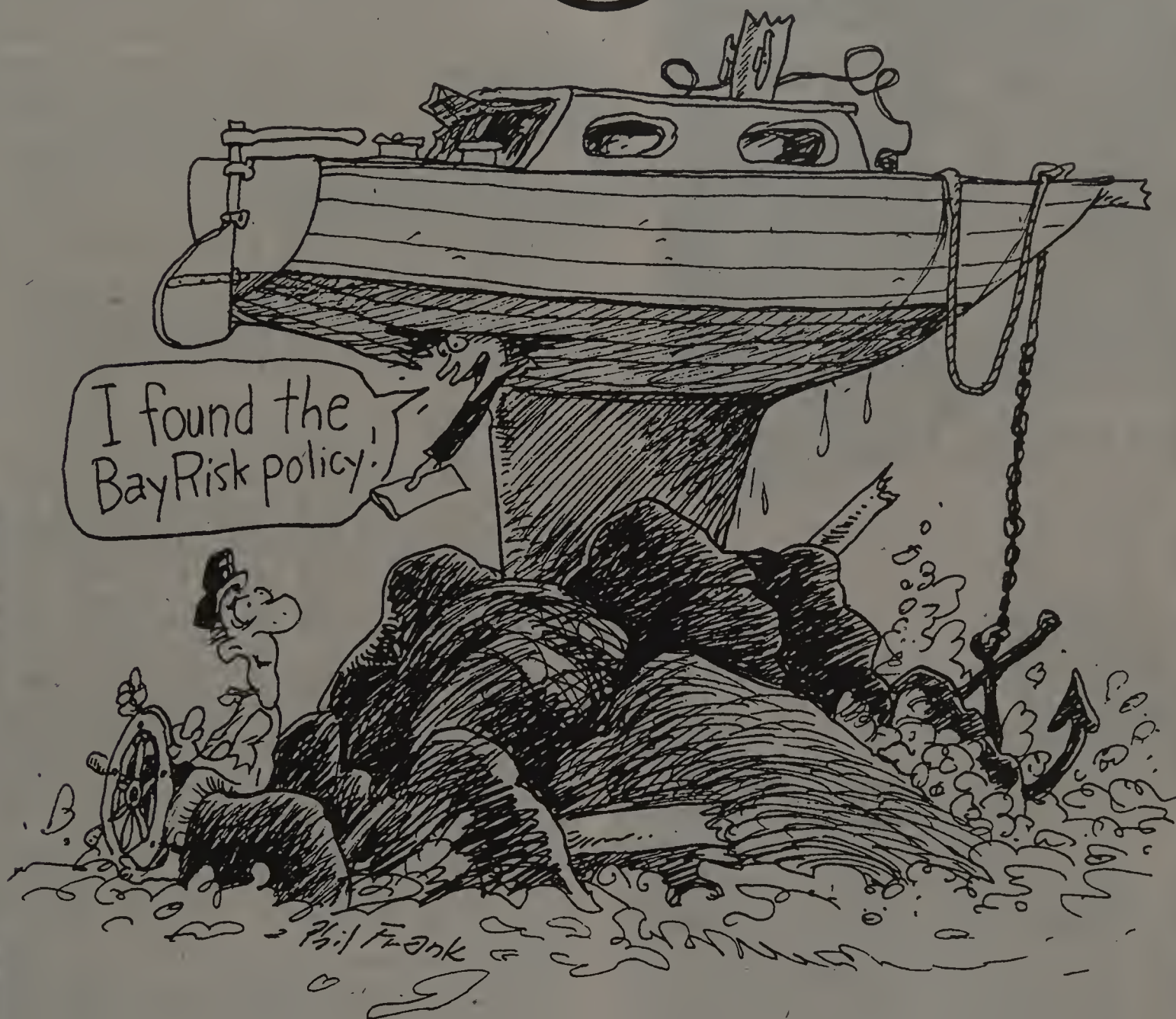
Cross appears to be frustrated because it has taken seven months to settle his claim. Blue Water Insurance Inc. and the insurance company may make convenient scapegoats, but Cross failed to mention several important issues. First, the fact that, he's on a remote island in the South Pacific, and it took four months just to get the mast delivered from the manufacturer. Cross seems to want to suppress other important details, too: 1) The substantial advance payment made to him on October 5, 1998; 2) His delay, due to suppliers, in providing a final schedule of costs. It appears that Cross is unable to comprehend that insurance companies do not repair boats, they only send the money that pays for the repairs after they have been completed. Until the repairs are complete, no one knows how much money is required.

Fortunately, we provided Cross with an indemnity policy that would reimburse him for his fortuitous claims: his coverage was "all risks" — with some exclusions. At no time during this process did the insurance company even remotely suggest that he would not be paid or even attempt to haggle over the amount of the claim.

Had Cross purchased one of the "named perils" policies offered by many German and English insurers, the onus would have been on him to prove his loss was caused by a peril listed in the policy. The circumstances surrounding the rig failure on Cross's boat — in calm winds and seas — would have made it impossible to prove that the failure was due to a peril of the sea as opposed to lack of maintenance. His chances of collecting from a foreign insurer would have been slim to none — without presenting his case in a German or English court.

Donald W. Spink CPCU
President, Blue Water Insurance
Jupiter, FL

Readers — Spink enclosed a too-long-to-publish account of the *Tayana 42 Kampeska*, which was rolled by a rogue wave and dismantled near Bermuda during last year's West Marine Caribbean 1500. Spink reports that although the damaged boat was last seen still floating, she was declared a total loss and the claim paid in full. In addition, owner Roy Olson, who suffered a broken back as a result of the roll-over, was picked up by a Lear Jet air ambulance in Bermuda and rushed back to the



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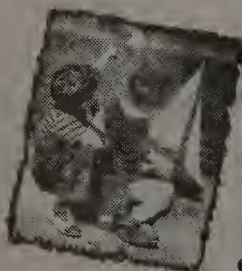
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LETTERS

States to Johns Hopkins Medical Center in Baltimore. These expenses were picked up as part of the Blue Water Lifeline Program.

↑↓THE BRIDGE AND THE COVE

I'd like to congratulate the mayors of Oakland and San Francisco for having the courage to stand up to Caltrans. The plan to build an unattractive bridge north of the existing span was a poor decision that doesn't reflect the will of the people.

I'm a recreational sailor who realizes the value and beauty of Treasure Island's Clipper Cove, which is one of the last — and best — day anchorages in the Bay. The present marina will be expanded from 160 berths to 400, encroaching into the Cove. To build a bridge directly over the top of the remaining water would be ugly and shortsighted.

All mariners should support both mayors in their attempt to do this job right, and oppose Mary King's selfish desire to shove a mistake down our throats. I can't forget that Ms. King was a major force behind the Raiders stadium deal.

James Gratz
San Leandro

James — It looks as though the mayors Brown have lost their appeal to get the new span redesigned and moved. Governor Gray Davis, a fellow Democrat, virtually pulled the plug on a redesign by saying his priorities were that the new bridge be built as quickly and inexpensively as possible. The current bridge has been deemed unsafe for 10 years, and a new design would throw away \$50 million of work. Davis agreed it would be "nice" if the two Brown mayors could get their wishes, but that it would also "be nice if it rained beer." That's got to be the funniest quip the notoriously straight-arrow new governor has ever made.

Our understanding is that the new span will apparently be built slightly closer to Clipper Cove — certainly not a good thing — but isn't going to come anywhere close to being over the top of the cove. Nonetheless, it would be a good thing if we mariners demanded that vehicle noise on the bridge be muffled to prevent it from reaching the Clipper Cove area. As anyone who has been there knows, it really destroys the serenity of the place.

While an expanded marina is going to take up more of Clipper Cove, we're reasonably confident that there will still be plenty of room to anchor in this favorite spot, and that the overall effect of the new marina will be positive.

↑↓FALLING STANDARDS

Your photo of four bare-breasted women in the otherwise interesting article on Adix in the February issue illustrated the lack of editorial standards which is becoming endemic. We have gotten used to lower standards in other publications, but have always expected the highest from *Latitude*.

Specifically, it's hard to imagine that *Latitude*, of all publications, would stoop so low as to print this photo without adequate identification of the individuals shown. Please restore your standards by fully identifying all the women in the photo — preferably with boat name and type, or other address, and relevant statistical information.

Standards, please!

Ken Harms
Yorba Linda

Ken — We didn't get that information for the simple reason that journalistic standards are much lower in 'the islands' — and we didn't want to rock the boat.

Since we expect that you and others are dying to know how we get such shots, here's the story: By some miracle we were invited to sail aboard Adix off St. Barths with about 50 other

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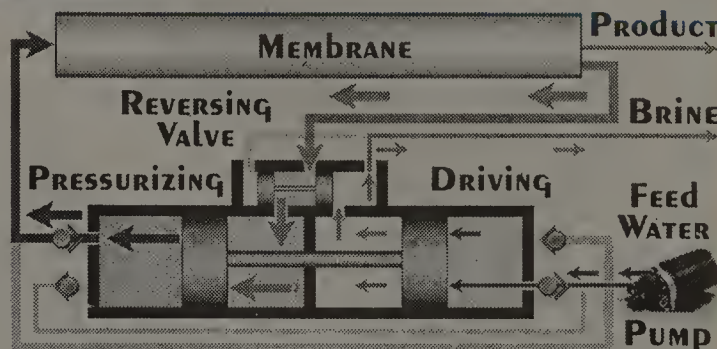
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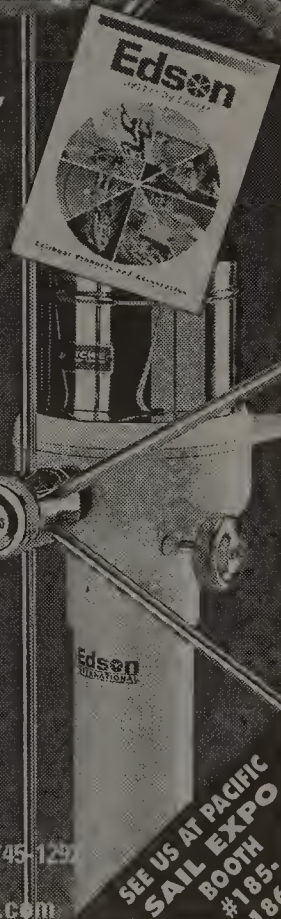
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LETTERS

local guests. Among them was 'Shag' Morton, a native of Oz who is about as salty as a 50-year-old can be. Shag has done three or four Whitbreads, has sailed on about a billion boats, was the hero in the surprisingly well-written Playboy article about the 1998 Atlantic Cup, and is a partner in a rigging business in St.



Old Shag simply 'charmed the tops off them'.

Martin. Since Shag parties and flirts almost as outrageously as he sails — throw 100 exploding firecrackers on the ground and he'll dance on them barefoot — he knows everybody in the islands — including the four ladies in the photo.

So with the ladies minding their own business discussing the things women in their mid-to-late-30s discuss, Shag whipped out a cheesy Kodak disposable camera and turned on the charm. "All right girls, big smiles." The girls happily complied, and Shag clicked off a shot. "Love-ly, ladies, just lovely. All right, now let's drop the tops."

A few years past their perkiest, the ladies groaned. "We're not as firm as we used to be," complained one. "I'm drooping," said another. Nonetheless, you could tell they were delighted to be getting such attention from the well-known rogue.

"Nonsense, girls," Shag laughed in response, "I know each and every one of them — and they're lovely." Unable to resist the Aussie sweet talk, the gals dropped their tops. And since they were letting Shag take their picture with a crummy disposable camera, they certainly couldn't object if a genuine journalist took their photo with a Nikon, could they?

↑↓BORING!

I never thought that anything that Max Ebb wrote would drive me into a depression, but his *Onward Through The Fog* did just that. In the article, he discoursed on the joys of sailing in the near future, where even more electronic whistles and bells will enslave us — all in the interest of better communication.

This song for an electronic sailing utopia has a discordant ring of *deja vu* about it. Retired now, I earned my living first by sailing, and then by flying. In both fields, things were decidedly simpler when I started. In 1946, the Merchant Marine was all celestial navigation and precise chart keeping. And in 1948, when I first climbed into an open cockpit trainer, there was no radio in the aircraft, and tower instructions came in the form of green and red light signals. We pilots responded by wiggling the wings of our aircraft. Radios and other exotic electronics came with later military experience.

When I moved into commercial aviation, I was even further

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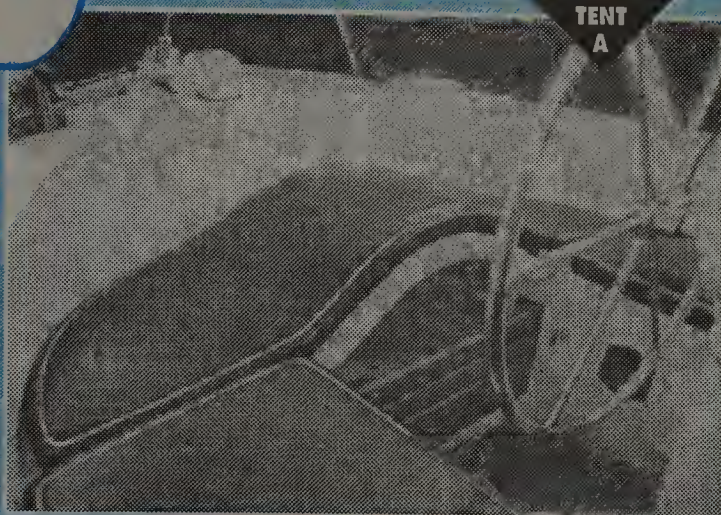
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LETTERS

inundated by the electronic maze. By the time I retired, pilots were being checked out in a new breed of 'glass cockpit aircraft', wherein the old round instruments with their wiggle pointers were replaced by images of the same instruments on computer screens. Other information could be called up from a keyboard and integrated on the main screen. Most insidious of all, everything about the aircraft's position and performance parameters could be accessed — by managers on the ground!

To my mind, the onset of all these sophisticated electronic whistles and bells in the cockpit has taken away much of the fun of flying. When I talk to my friends who still fly the long hours over the Pacific and who are trained to use these computers from take-off to landing, I ask them what it's like these days. They invariably respond with, "Boring!"

Likewise, this obsession to be hooked up electronically to the rest of the world while sailing is an anachronism: hence my depression at Max Ebb's article with his implication that being enslaved by electronics is our destiny — and that we will all be the happier for it. That might be Silicon Valley's mantra, but for the rest of us, sailing is about getting away from precisely all that.

Consequently, the person I most admire is not the one who has his pager constantly beeping away, nor the one chattering into his cell phone — and least of all, the one whose boat is cluttered with every conceivable electronic communication gadget. To me, the only free man is the one who is not 'chained' to his pager or cell phone, on shore and on his boat.

The prospect of the Max Ebb's vision of the future, where we will be more electronically shackled offshore, even as we are on the beach, dismays and depresses me to the core. Sailing is about getting away from all that!

George Fulford
Mill Valley

George — It seems to us that marine electronics are like money: Having a certain amount of it allows you to do cool stuff, but having too much can actually be an obstacle to happiness.

↑↓ TO BASH OR NOT TO BASH

We enjoyed the Baja Bash advice by Capt. Jim Elfers. But based on having made two 'bashes' north in the early '80s with our Pearson Triton Pilot, we think there is more to the story.

First, if you are going to motor the rhumbline to get back to San Diego, we think Elfers knows his stuff. His advice about the north end of Cedros is spot on. We still remember leaving Punta Norte astern as the sun set, thinking that the wind and seas would soon lay down. They only got worse as the night went on, of course, so it was a struggle for us to find San Carlos the next day, and we were thoroughly trashed.

While we eventually made it to our new homeport of Channel Islands Harbor, our 'bash' hadn't been a very satisfying one. We remember gritting our teeth and eagerly waiting for the chance to finally turn off the engine! The best we can say about that bash was that it was over and nothing had broken! It was a grim end to what had been a glorious cruise.

Where we disagree with Elfers is when he too quickly dismisses the offshore option of coming north. Four years after our 'rhumbline bash', we were again faced with the Cabo to San Diego trip in the same old Triton. We'd never really been offshore before, had never used our sextant in earnest, and GPS hadn't been invented. But the one thing we knew is that we weren't going to smash and bang north again for 900 miles, not even if our engine was up for it — which it probably wasn't.

We realized the first benefit of coming back via the offshore route was that we didn't have to hang out at Cabo listening to

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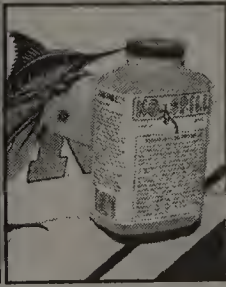
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LETTERS

folks agonize over waiting for the "perfect" weather window to take off for Mag Bay. We didn't wait for anything, we just raised anchor and headed offshore. When we realized that our course was something south of west, our spirits sagged. Had we made another mistake trying to get back to San Diego?

To make a long — actually very long — story short, we ended up enduring a 72-hour gale, a loud thunderstorm in the middle of the night, and what seemed like a million sail changes. But our vane steered all the way. And instead of looking for anchorages to duck into when the weather got wild, we actually learned to become proficient at heaving to. When we finally saw a ship, we called to check our position — and were only one mile off with our celestial. The next day we sailed right up to the Police Dock on Shelter Island!

Our point is that, if inexperienced offshore sailors could make the offshore route back up in our relatively small Triton, lots of other cruisers can, too. And unlike our first trip north, when this one was over we came to feel a tremendous sense of pride and satisfaction in our boat and ourselves. In addition to gathering enough material for a lifetime of sea stories, we also enjoyed some beautiful days and magnificent nights of sailing. It was a far more fitting end to a wonderful cruise than endless motoring up the coast had been.

Larry and Deborah Blank
Carmichael

↑↓VOLUNTEERS TO HAWAII

The Pacific Cup YC is searching for a volunteer vessel to be the communications boat for the West Marine Pacific Cup in 2000. It would be your chance to be the 'voice of the Pacific' for two weeks starting on July 10. You would document and transmit daily positions to the race committee, broadcast race course happenings and trivia to our public relations contact onshore, plus provide general communications to 70 yachts racing between San Francisco and Hawaii. The results will be posted in real time on our web page.

The ideal choice for this role would be a non-racing boat willing to make the voyage to Hawaii as part of the fleet starting on the first day. The Pacific Cup race committee provides funds to help offset the cost of the trip as well as specialized SSB and satellite equipment capable of sending and receiving email. Interested parties should contact Brian Boschma at (510) 252-6807.

Pat Lowther, Rear Commodore
Pacific Cup YC

Readers — While there is a considerable amount of work involved, being the Communications Boat for the West Marine Pacific Cup offers a unique opportunity to be a central part of a really great event. This is, of course, based on the assumption that the Pacific Cup will finally get their handicap program together so standings and results can be calculated and distributed in a timely fashion.

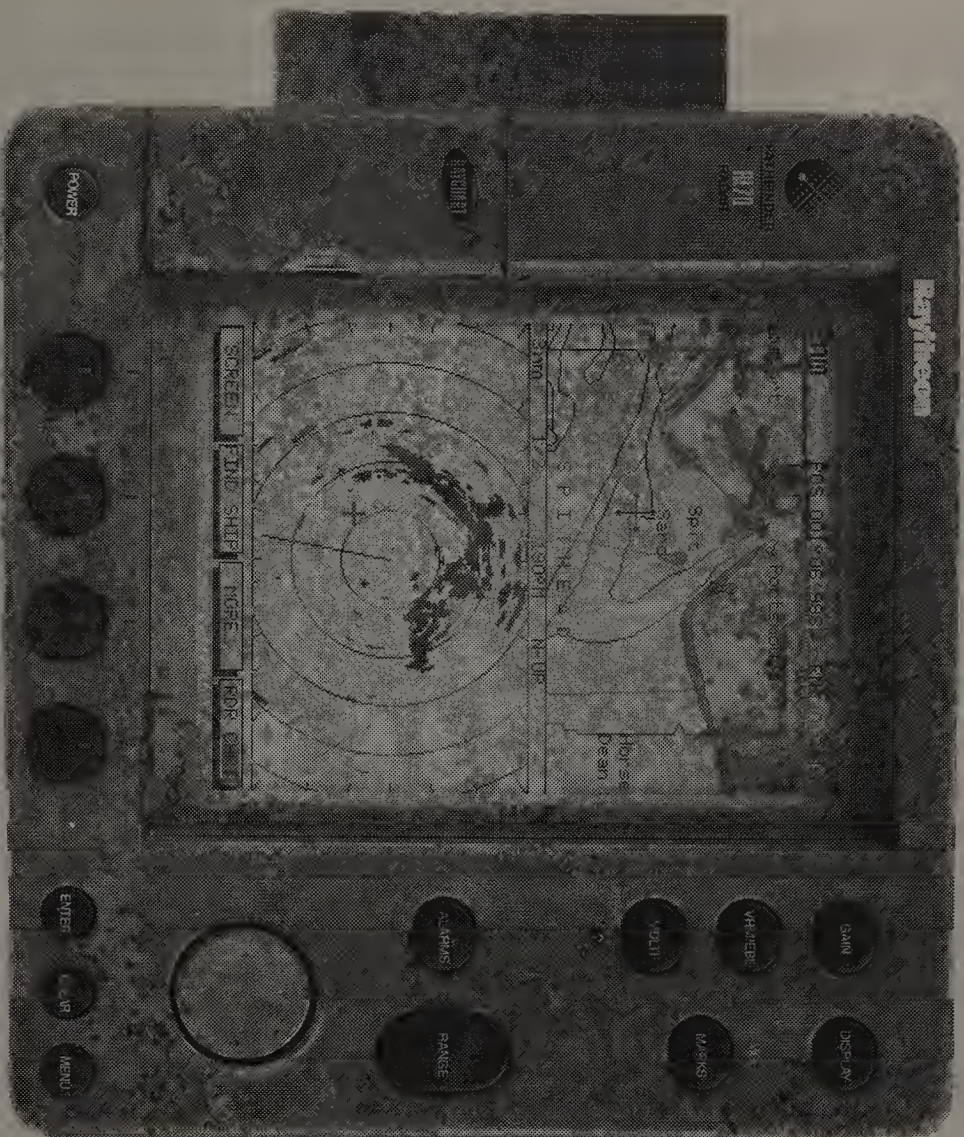
↑↓THE FLAGS ARE COMING BACK

The Martinez YC would like to announce that we will be having our grand reopening on April 10! This is eight months after the devastating fire of last July.

We want to thank *Latitude* for publishing our letter last year in which we requested replacement burgees for our club. To date, we've received 48, some of them from distant clubs. We appreciate everyone's concern and help.

Harriette Langemeier
Secretary, MYC
Martinez

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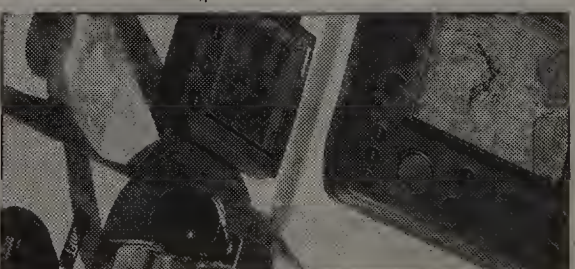
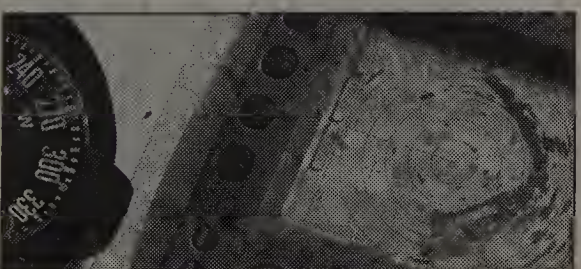
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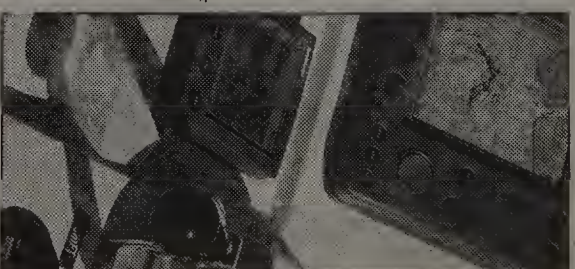
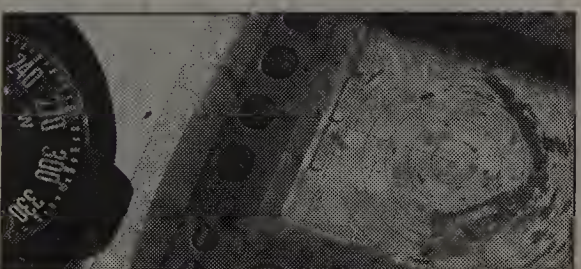


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LETTERS

↑↑A LIBERTARIAN LOOKS AT INFLATABLE PFDs

February's *Latitude* was one of the best ever. I thoroughly enjoyed the coverage of the Sydney to Hobart Race as well as the rest of the articles on heavy weather sailing. Well done!

But I've got a 'heads up' for those who use the inflatable harness-type PFDs: periodically check to be sure that the CO₂ cylinder is screwed all the way into the valve. I went to replace the gas cylinders and bobbins in both of my 1995 vintage vests. One inflated automatically in the bathtub in about four seconds.

When I pulled the lanyard on the other one to manually inflate it, nothing happened! The problem was that the CO₂ cylinder had become unscrewed a few turns, and thus the firing pin could not puncture it. Who knows how long it had been that way? It was like testing your reserve parachute on the ground only to find it wouldn't deploy!

I've been following the ongoing debate on required versus optional use of PFDs. Although I wear mine all the time, I prefer that the use of them remain optional. It's the Libertarian in me, I guess.

Jim Yares
San Mateo

Jim — Thanks for the kind words — and the important "heads up." Is there anything worse than safety gear that doesn't work?

↑↑BIG OCEANS AND SMALL CATS

Your story and magnificent photo of the Ocean 71 in the *Sightings* section of the March issue has prompted me to write. During the mid-'70s, I was first mate aboard *Ocean Free*, which was based in Malta and chartered throughout the Med. Until Camper & Nicholson built the beautiful 75-footer, the Ocean 71s were the largest production fiberglass sailboats built. If I recall correctly, 17 of the boats were built, two of which — including *Ocean Free* — had hard dodgers over the cockpit. What a wonder and powerful design to sail — especially in the high winds and stormy seas common off Sardinia in March!

In reference to your response to the delightful letter from J.M. Cook, I'd like to make a couple of points regarding the Greek guy planning to circumnavigate on "... a 24 foot (yikes!) catamaran. ..." He's not as crazy as you imply — and certainly wouldn't be the first to circumnavigate in a small catamaran. Just last year, Englishman Rory McDougall realized his dream of building a 21-foot Wharram Tiki-model catamaran and sailed her around the world. Mihaly Kun of the Bay Area and his family sailed a Seawind 24 cat across the Pacific and through the islands. In the early '70s, the Swale family sailed a stock O'Brien 30 'condo-catamaran' around Cape Horn — the hard way, too. There have been dozens more similar voyages on small catamarans, many made without fanfare or recognition. Back in '79, I did a trans-Atlantic to Portugal in a very basic, home-built Wharram 27 cat.

The days of sitting down at a sailor's bar anywhere in the world, saying that you sailed a multihull, and having everyone move down to the other end of the bar have pretty much vanished. Multihull sailors are no longer considered the lunatic fringe. In fact, *Latitude's* new charterboat is a catamaran! Just as there are monohull sailors who have circumnavigated successfully, so have multihull sailors.

JoJo is my fifth multihull over a period of two decades. The reason we're currently cruising on a 32-foot Fisher catamaran is that after tens of thousands of cruising miles in many different parts of the world, I have come to the realization that 90% of cruising time is spent on the hook — so you might as well be as comfortable as possible. The other 10% is generally divided between sailing and motoring, so a good motorsailer finally made

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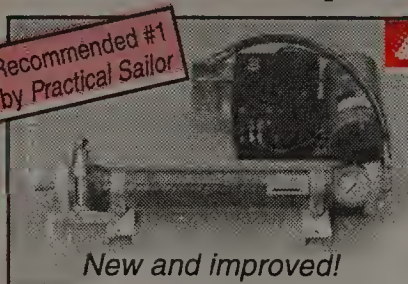
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LETTERS

sense. Besides, my wife loves the boat!

We have had to delay going further south due to some family obligations and the need to enlarge the cruising kitty. To that end, we are happily living aboard at the superb Anacapa Isle Marina in Channel Islands Harbor, teaching sailing and doing charters. We'll be off toward Panama and the Caribbean in the fall.

Captain Jonathan & Joell White
Catfisher 32, JoJo
Channel Islands Harbor

Jonathan & Joell — It wasn't until we owned Big O for about five years that we realized what a landmark design the Ocean 71 was — and that every professional in the Med and Caribbean could tell 100 stories about them. The prototype for the boat was, of course, South African Cornelius Bruynzeel's Stormvogel. The reason racing instructions prohibit sailing between the South Tower of the Golden Gate and the shore is because Stormvogel sailed between the bridge and shore once and hit the bottom.

By the way, due to an editing error, we indicated that Ocean Mermaid, recently destroyed in a boatyard fire, was an Ocean 71. She was one of the few Ocean 75s.

We still don't know enough about cats on the ocean to comment intelligently, but everything we've read and been told is that, to a much greater extent than with monohulls, stability is a factor of size. As size doubles, stability quadruples. But obviously you have more experience and knowledge than we do.

↑↓AROUND THE WORLD WITHOUT STORMS

The March letter — which inquired about the best months to sail to Hawaii, and *Latitude's* answer, including the suggestion to ignore the advice provided in Jimmy Cornell's *World Cruising Routes* — reminded me of an event that was part of my 'American odyssey'.

After months of negotiation, International Marine decided not to publish my book *Around the World Without Storms — Planning an Ocean Voyage*. Instead — and almost immediately after rejecting my book — they published the first edition of Cornell's *World Cruising Routes*.

That my *Around the World Without Storms* book was not published in America was not a surprise, as many of my other books haven't been published in this country either. *Around the World*, however, was soon published in Russia, Poland, Romania and Germany — including a textbook edition for college students. So Urbanczyk survived once again!

But perhaps it would be a nice gesture to a local sailor and author if *Latitude* would publish just two pages from my book. Which ones? Well, maybe *Planning An Ocean Voyage From San Francisco to Honolulu*.

Dr. Andrew Urbanczyk
Montara

Dr. — Publishing those two pages sounds like an excellent prescription — as long as it's in English.

↑↓THE LAMP WAS ORIGINAL

In September of '98, I bought *Sea Quest*, a gaff rig Sea Witch design. She was hauled for about seven days at Svendsen's Boatyard in Alameda. Some time during the cleaning of the boat, a kerosene lamp was taken from the boat. The boat was built in '61 by American Marine — and it wasn't until later that I learned that the lamp was also original.

We'd love to see the lamp replaced. In fact, we'd be willing to trade a new Holland lamp to whomever happened to end up with it. Our lamp had two half-inch brass tubes attached to the

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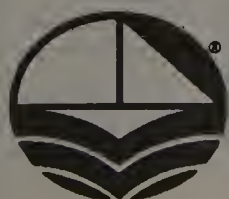
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LETTERS

tank on the sides, and also attached to the shade. There was a smoke bell on top. The underside of the shade is polished stainless or chrome, not brass. The tank was rather deep, I'd say four to five inches.

If anyone has it or has seen it, please call us at (408) 356-5150 to return it where it belongs.

Stephen Carlson
Sea Quest
Los Aptos

↑↓FREQUENT FLIGHTS TO PALMYRA

I enjoyed Roger Lextrait's update on Palmyra Atoll. There was, however, a slight discrepancy in the caption to Kay Rudiger's picture of the wrecked Lockheed Lodestar.

The plane was not wrecked during the war, but on January 5, 1980, while carrying seven Amateur Radio operators to Palmyra to operate one of their DXpeditions. (Some Amateur Radio operators enjoy transmitting from as many remote parts of the world as possible.) The Lodestar 'ground looped' on landing, but fortunately only one woman passenger was injured.

The Coast Guard flew down with a C-130 to take the woman back to Honolulu while the other hams remained to set up shop and continue with their DXpedition. However, one of the remaining hams suffered a severe hand cut at the end of the week, and the Coast Guard had to fly down with a C-130 a second time!

The airplane had been heavily cannibalized prior to Lextrait's arrival, but continues to add to the lore of the atoll.

Earl Hinz WD6EYJ
Former owner of Horizon, Out-Island 41
Honolulu

↑↓GUEST BERTHS

Has anyone put together a list of San Francisco Bay Area restaurants or eating areas — such as Jack London Square — that have guest berths? We were in the Oakland Estuary last weekend and the only place with a guest berth was Chevy's. We tried to dock somewhere near Jack London Square, but with all the docks gone, couldn't find a thing.

Robert Mueller
San Jose

Robert — We try to put together just such a list each spring so readers can have it handy for summer cruising. Look for it in the May issue. By the way, if anyone has any favorites to recommend, now is the time to share that info.

↑↓WOULD I BE GROSSLY UNPREPARED?

I grew up next to a bay in New Jersey and started sailing at about the age of eight. The sailing was relatively safe as the waves never got bigger than four feet, and I could always avoid a storm by heading to a nearby shore.

But as I've become more interested in larger boats, I've been reading *Latitude* and talking to folks to get all the information I can about the subject of cruising. I'm primarily interested in boat preparation and getting my boat — a Newport 27 — somewhat seaworthy.

My Newport had been neglected, and for the last eight months I've been trying to bring her back to life. Someday I'd like to take her on a trip such as the Baja Ha-Ha, as it seems as though it would be safer to make a passage with a pack of 100 boats rather than head off alone and perhaps get lost or caught in a gale. But naturally, I'd hate to show up bright-eyed and bushy-tailed at the start only to find out that I was grossly unprepared and therefore not able to make the trip.

My boat and I are probably a few seasons away from being

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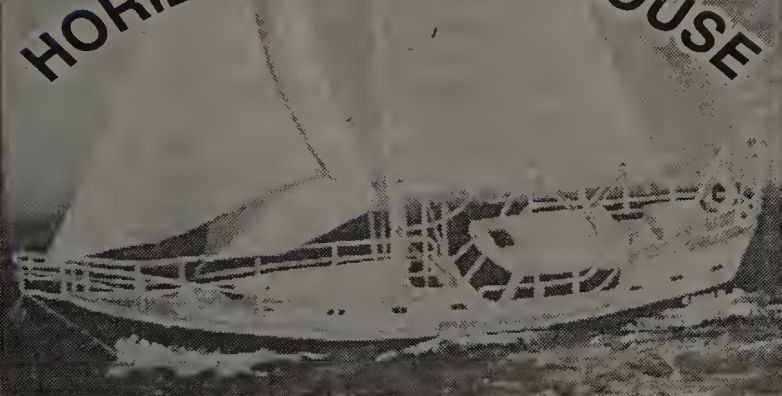
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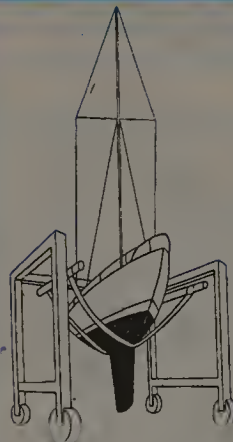


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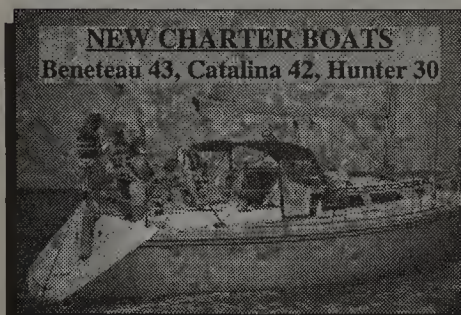
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LETTERS

ready. As she stands now, she's equipped with a VHF radio, a depthfinder, and a handheld GPS. But I need the answers to some simple questions: Is a Newport 27 too small for a Ha-Ha? What is the best way to start making my boat self-sufficient for such a trip? What are the 'must haves' for electrical power? How much food and drink should I bring? After the Ha-Ha ends in Cabo; does everybody scatter or is there a group that I could return to San Diego with? What is the approximate time I would need to sail down and return? How much money should I bring?

I'm sure that most readers probably know the answers to these questions, but nonetheless I'm curious. And who knows, you might see me in the Ha-Ha sooner than you think. If not, it sure won't be from a lack of effort.

Robert Lionetti
Newport 27
Dana Point

Robert — Let's be clear about one thing from the git-go: Neither the Ha-Ha or any other event is an offshore babysitting service. If you don't know how to navigate and aren't prepared to handle a gale at sea, you have no business leaving protected waters. If you're not ready to sail from San Diego to Cabo alone, you're not ready for the Ha-Ha.

Assuming you're clear on that, any 27-foot boat that was properly designed, built, and maintained — or restored — for offshore cruising should be able to make the trip safely in typical weather conditions. A Newport 27 might not be the fastest or most comfortable boat, but people have done the Ha-Ha in smaller and slower vessels. One good thing: if you've got a working VHF, GPS and depthsounder, you have all the essential electronics.

The best way to make your boat self-sufficient for the trip is to carefully examine every bit of her with a competent surveyor who is willing to spend some time with you. Together you can examine the condition of the hull, check that the bulkheads haven't broken loose, inspect the rudder, the rudder post, and the keel bolts. Since the boat is relatively old and has been neglected, you'll want to drop the mast and carefully examine the spar and all the rigging. Both the running and standing rigging will probably need to be replaced. You'll also want to check out the sails. You don't need a lot of them and they don't have to be brand new, but your working sails need to be in very good condition. You'll want a gennaker or spinnaker if you're sailing to Mexico. A person who has more time and energy than money can often find good deals on used rigging and sails. Start at places like Minneys in Costa Mesa.

You didn't mention what kind of engine — if any — came with your boat. While some folks cruise without engines, we recommend some kind of reliable propulsion system, one that allows you to charge your batteries. Your electrical system can be ultra basic: running and anchor lights, one or two interior lights, circuits for the VHF and depthsounder, and some way to charge the batteries.

Once you've got your boat in decent shape, assume the lotus position on the salon sole, breathe quietly and deeply, and for an hour meditate on the following British saying: "It's not the ships, but the men in them." Then proceed to get to know your boat on the ocean — preferably up at Long Beach and then in the Channel Islands where you're likely to occasionally find enough wind to practice reefing and sailing in some swells. After six months, it's possible you could actually become a pretty darn good sailor.

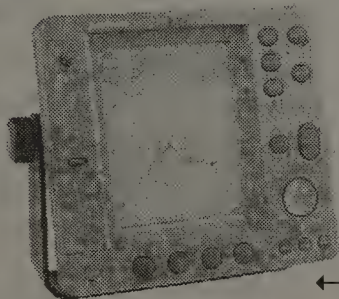
How much food and drink to bring? The same amount of food you'd normally eat in two weeks, plus 15 gallons of liquids. Don't worry if you run low on food — they eat in Mexico, too. After the Ha-Ha, boats scatter, but mostly to other parts of Mexico. We've never known a group to immediately head back to California.

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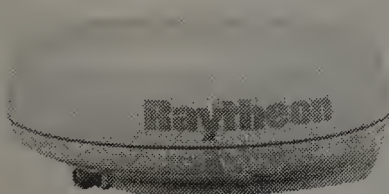
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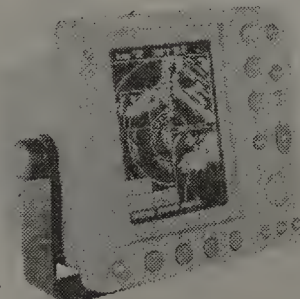
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LETTERS.

And if there was one, your smaller boat would have a difficult time keeping the pace. Besides, if you're going to go to all that trouble, you might as well stay down in Mexico for a few months. You might also check out the March issue to look into the option of trucking/trailing your boat back to California, thus saving wear and tear on you and your boat.

It's more of a challenge to sail to Mexico than it is on a New Jersey lake, but you never know, it might be more rewarding, too.

↑↓ADDITIONAL POINTS OF VIEW

Thank you very much for your excellent response to my letter regarding anchors. It's always best to get additional viewpoints — especially from experienced sailors.

We actually have an oversized Bruce as the main anchor on our boat — even though it wasn't rated highly in the *Practical Sailor* testing. Although I have never had to ride out a 205-knot hurricane, and I hope I never have to, my partner, Greg Larsen, did ride out some strong storms in Mexico with the Bruce. We also have some lightweights on board for backups.

I believe that *Practical Sailor*, as you said, "does their testing as conscientiously as possible." But I'd still like to know if anyone has any practical experience with Spade or Bulwagga anchors, which *Practical Sailor* rated as superior?

Neil Kaminar
Voluspa, Challenger 35
Santa Cruz

Neil — Just to make sure everyone is clear on this, the anchor that held out the longest for Randy West and his 60-foot catamaran in hurricane Luis was not a Bruce, but rather a somewhat small Fortress.

↑↓OOPS, WRONG NUMBER

It is certainly a pleasure to know that you are offering information about storm tactics. God knows we can never learn enough about these issues. Although I am paid to go out in storms and test safety equipment, the lessons I learn are always the same — that storm safety, without a doubt, is an issue that impacts us with a veritable plethora of variables. Sort of like when you dial a number, and expect to hear a friendly voice on the other end. . . and instead you hear, "We're sorry, your call can not be completed as dialed."

This is the same response readers of *Latitude 38* are going to get when they call an accidentally misprinted number in your March issue of storm tactics. We at Fiorentino Para Anchor would like to give you our correct business numbers. Phone: (800) 777-0732, fax: (310) 831-9000.

Zack Smith, FPA Technician
Newport Beach

↑↓REPLACED BY A WAGON TRAIN?

The *San Jose Mercury News* reported that the Tallships event had been cancelled due to the lack of \$2 million of state funding and that it will be replaced by a "wagon train" event. What can you tell us about this?

I had a boat chartered for the entire weekend from my sailing club for \$1,200, and even had family coming out from back East for the event. I need to know if it's cancelled or not.

David Cahak
Mountain View

David — Is the California state government pathetic or what? The current status of the event is still up in the air — see Sightings for an update.

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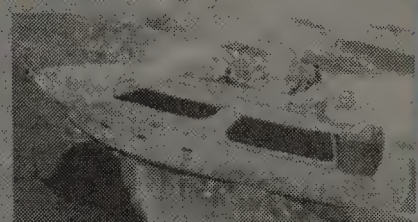
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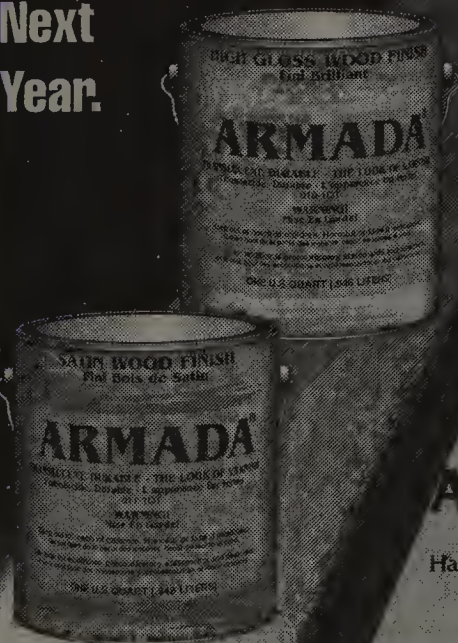
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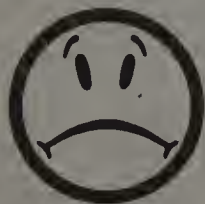
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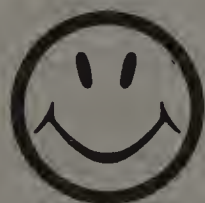


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LETTERS

WHAT'S HER NAME

In *Race Sheet* you referred to unpronounceable boat names. My first reaction is "why do people do that, you can't pronounce it, let alone know what it means. Well, now I'm one of those people.

My wife and I purchased *Cuajota*, a Santana 30 approximately one year ago in an estate sale. We had no contact with the original owners so there wasn't any feedback about her. At the time we weren't concerned with the name, because we were going to have it changed to a catchy, cute little name (in my way of thinking anyway). Well, about four months later we had her hauled out for new bottom paint and such. It was our first time and we found it kind of exciting, I must admit. At that time we had the local boat name painter give us an estimate on having the name changed. We thought it wasn't going to be a real big deal, nor very costly.

He gave us his price for repainting the name, but also said that for the job to be professional and something we would be proud of, the transom should be repainted. Being fairly new boat owners we were trying to do things right and asked what our next step was. It was to get an estimate from the local boat painting guy, who, by the way, we found out later was one of the best in San Diego. He was very informative, knowledgeable, kind and exxxxxpensive.

With simple addition (sign guy + paint guy = big bucks) and subtraction (checkbook) our boat still remains *Cuajota*. We did some research to find what the name means, and discovered it probably isn't Spanish, Cuban or Portuguese. So we're hoping you or some of your readers can help us solve the mystery, since *Latitude 38* seems to show up all around the world.

We enjoy and learn from reading your magazine and look forward to it each month. Thanks for the good work. We're also finding out what boat stands for. Break out another thousand.

The Penningtons
Cuajota
San Diego/Phoenix

Penningtons — we haven't got a clue either, but our wild guess is that it might be some kind of slang expression or colloquialism. Then again, if no one else comes up with a solid answer, we'd encourage you to have some fun and make up your own definition.

MY DERMATOLOGIST SAYS . . .

I read James McPherson's *Clothing With Sunblock* letter and *Latitude's* comments with interest. I saw a Solumbra catalogue some years back, but never tried their clothes. However, my dermatologist tells me that if you can see the sun through your hat, shirt, pants, or whatever, the sun can get to your skin.

I attach a cutout piece of thin cardboard — such as the back of a writing pad — to the inside top of my straw hats and then replace it as needs be. That keeps the sunlight off my head and face. Some sailing hats are made with a foam flotation top which doesn't let the sun through. Any other suggestions?

Excessive sun exposure — sometimes unavoidable during a midday watch — requires all the awareness and protection we can muster.

Mabelle Lernoud
Monterey

Mabelle — Much to our surprise, after several months the folks at Solumbra still haven't gotten back to us with answers to our questions — such as whether their products are truly endorsed or approved by the FDA. Nor have they given us the name of even one of the "thousands of dermatologists" who recommend their products.

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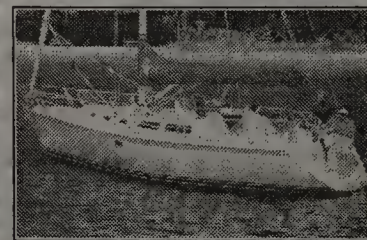
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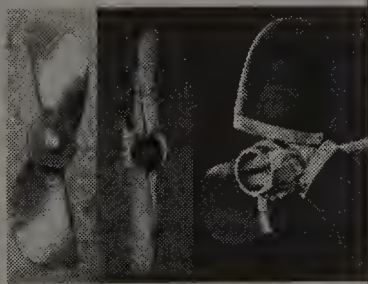
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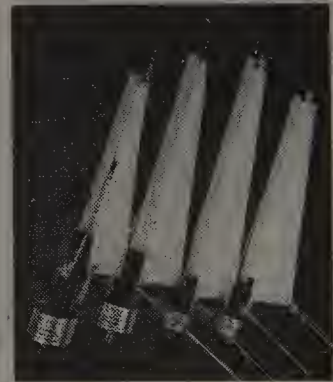
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LETTERS

⚡ SAILING AT AMES RESEARCH CENTER

First, I want to thank you and the entire *Latitude* staff for putting out such a killer publication. I've read practically every issue, cover to cover, since I started sailing here three years ago, and I've found it to be an invaluable reference guide as well as a good read.

My question is, does anyone from *Latitude* make themselves available for informal talks at local sailing clubs? I started a sailing club here at Ames Research Center last year and it's been pretty well received. We have about 35 paid members and another 100 on our mailing list. The second Thursday of each month we have a general meeting and a guest speaker. I'm hoping we can entice one of you down here to talk about whatever you want — hopefully related to sailing. We can offer lunch and possibly a tour of the Center.

Greg Sherwood

Imi Loa, Catalina 34 #582

Oyster Point YC

Greg — In years past, the *Wanderer* went around to some of the yacht clubs and made a fool of himself in front of thin crowds. As much as he'd like to do more of this, there just aren't enough hours in the day or night. But here's a thought: If you call us in August and all is going well, we might — no guarantees — be able to take all 35 of your paid members out for a sail in September on *Profligate*, *Latitude*'s catamaran.

⚡ OUR CHINESE FRIENDS WERE CONFUSED

We're writing from the inner hinterlands — Yunnan Province — of a very cold China. We're far from the ocean and surrounded by Myanmar, Laos, Viet Nam, and Tibet — oops, it's Xizang now. We're landlocked and frozen . . . but also loving *Latitude* 38! Thanks to a sailing friend from Puget Sound, we received the December '98 copy.

We've enjoyed the issue so very much, and now it's making the rounds of the Dutch sailors who are also working in the area. Our Chinese friends have also been looking at the pictures. Their mouths hang open, they look confused and awed, and make a few secretive snickers. *Latitude* depicts a world beyond their understanding.

P.S. It's like sailing the Arctic here, as no indoor heating is allowed — or even possible — in China below the Yangtze River — which is at 54°N! For the last month the temperatures have been around -5°C, but still no indoor heat!

Jena Kemper Satman
China

Jena — We can tell it's cold over there because your handwriting is so shaky that it's almost illegible. What's the deal, are you locked up in one of Mao's forgotten re-education camps or something? Just kidding.

Realizing how important hope can be, let us assure you that there are indeed places on this planet — albeit down around latitude 18°, where the soft air is 85°, the clearest blue water you can imagine is 85°, and the sailing is perfect. There's no need for coats or heaters down there, heck, there's not even any need for clothes.

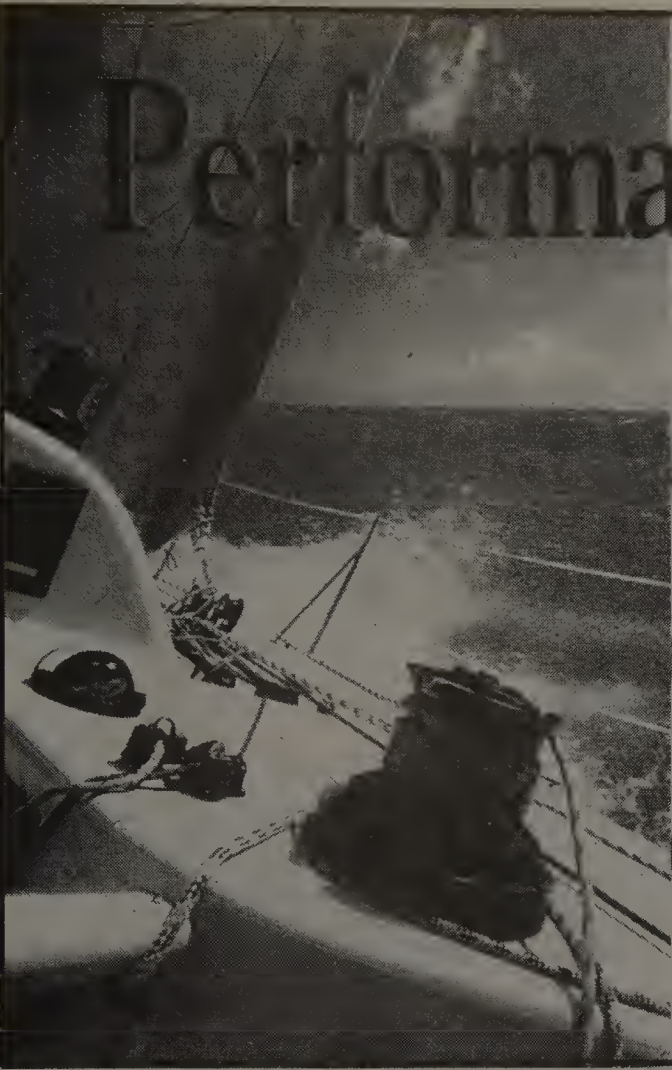
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TO: Monsieur Gaston Flosse, President de la Polynésie Française Papeete, Tahiti

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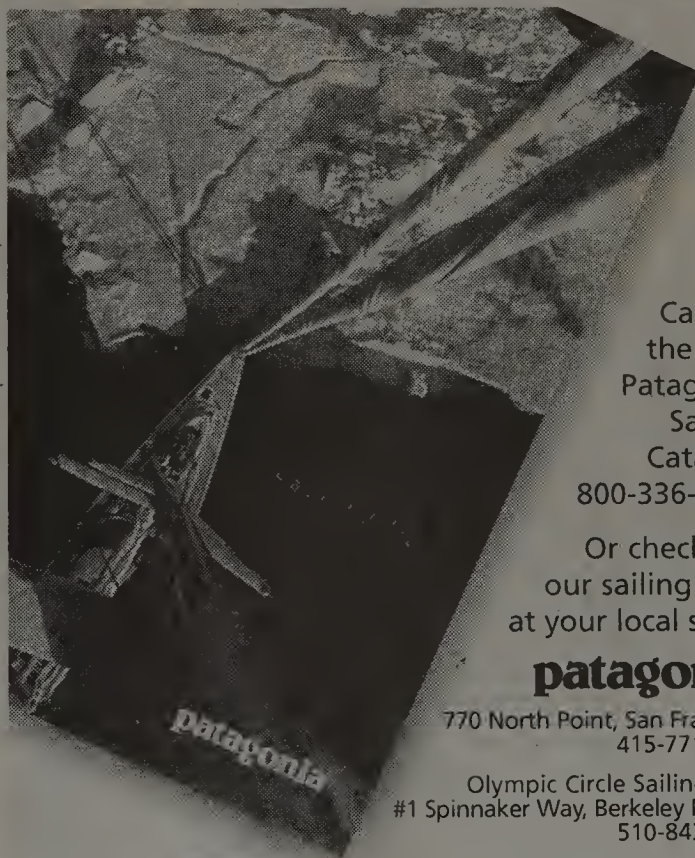
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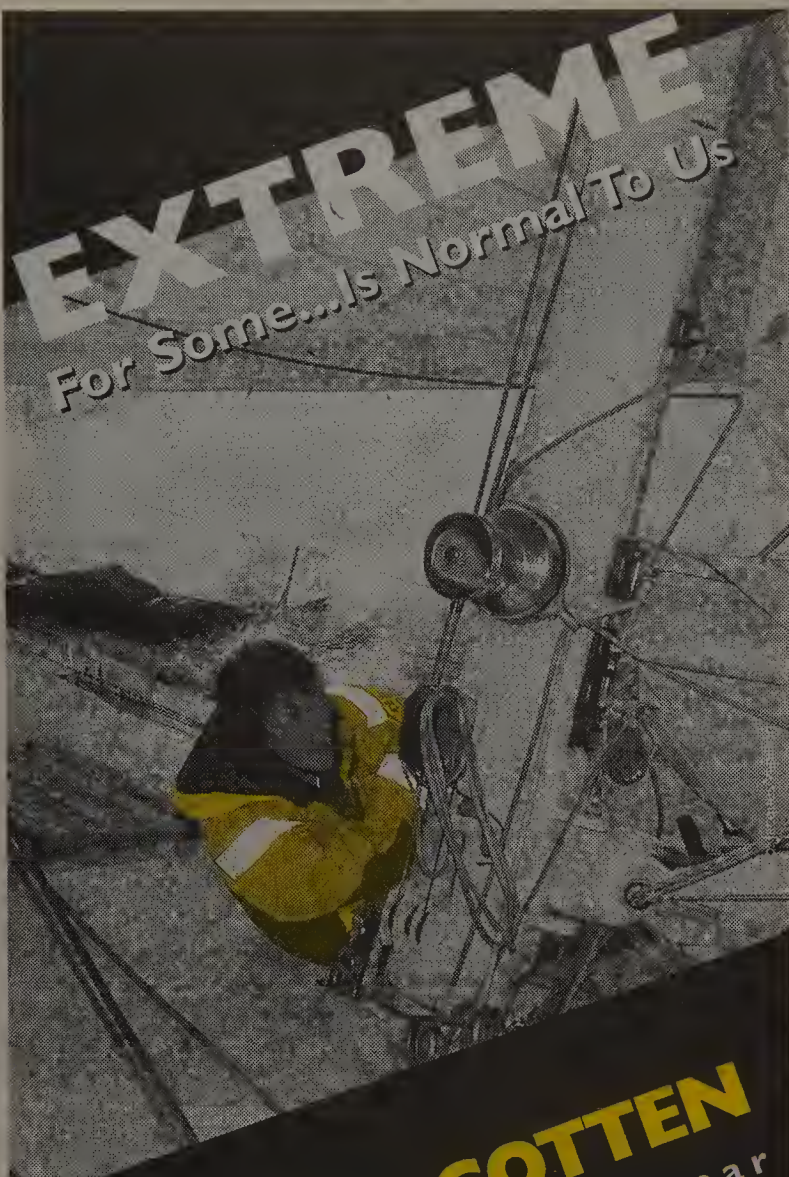
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Get It



LETTERS

European Union, its economy profiting from the common market of the European Union and the Euro as a currency.

"Herr Nageoire" would be President of this imaginary paradise.

But: Only *Germans* are allowed to live and reside in the paradise; Only *Germans* are allowed to work in the paradise; Non-GERMANS need a VISA after 3 months; Non-*Germans* are forced to pay US \$1324,73 Caution de Rapatriement upon arrival.

Iorana! French Polynesian citizens are *French* citizens. French Polynesian citizens have *French-European* passports. French Polynesian citizens have the right to live and reside in all countries of the EU. French Polynesian citizens have the right to work in all countries of the EU. French Polynesia profits from large contributions of the European Union (F.E.D.) French Polynesia's economy benefits from the common market of the EU. French Polynesia's economy profits from the Euro as a currency. French Polynesian citizens are exempt from paying income tax. French Polynesian residents pay only half price of regular airfare.

French Polynesia denies EU citizens the "Permit de Sejour." French Polynesia exclusively grants *French* citizens the "Permit de Sejour." French Polynesia denies EU citizens the "Permit de Travail." French Polynesia exclusively grants *French* citizens the "Permit de Travail." French Polynesia demands from every EU citizen US \$1324,73 Caution de Rapatriement. French Polynesia exclusively exempts *French* citizens from paying the above Caution.

No group of people inside the European Union has the monopoly on such exclusive and hypocritical privileges. French Polynesia discriminates against EU citizens and applies protectionist laws against them.

Monsieur le President, on the 26th of January 1999, we have taken your Immigration Authority D.R.C.L. to court. The Chef Gendarme M. Cotiche and the D.R.C.L. were unable to respond to our registered letter from the 19th of November 1998. Will you, Monsieur le President, show courage instead and answer for them?

The Internet site, <http://www.trans-ocean.org/tahiti-bond>, provides an open, international forum for discussion. Everybody's personal opinion is welcome. Including yours. Uncensored and "in Klartext" as we say.

Erika Ginsberg-Klemmt
Achim Klemmt

↑↓ MARINER 31

I'm buying a 1972 Mariner 31 ketch. I don't know much about the boat and would appreciate it if anyone could give me some background. I believe she's a Garden design and was built in Japan — but that's about the extent of my knowledge. I do know she's a lovely boat, with spruce spars and teak cockpit and hatches.

Does anyone out there know how many were built, when they went out of production, who imported them, and where they were sold? I'd be grateful for any help. In fact, if you're down Houston way, I'll take you for a sail aboard one of the nicest looking boats on Clear Lake.

P.S. I stumbled on the *Latitude* website by accident — and am delighted with the content.

Ed T. Bragg
Houston, Texas

Ed — All we can remember is that there were Mariner 35s and Mariner 40s, and none were built after the mid-70s. It was about that time that Japan went nuts building quality cars and consumer products and left the low-cost boatbuilding to the Taiwanese.



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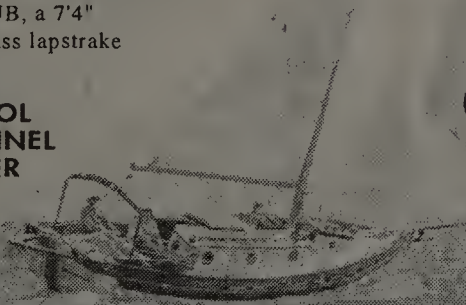
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LETTERS

AC/DC

In the January issue, Mari Collazo bemoaned the fact that she's had a hard time finding 12-volt appliances to making living aboard more comfortable.

If she were to check out any large truck stop chain — such as Petro, Flying J and so forth — she'd find a large assortment of 12-volt appliances. Coffeemakers, crockpots, electric blankets, broilers, hair dryers, and shavers are just a few of the products that come to mind. These truck stops are to be found along major highways in all 48 contiguous states.

P.S. If anybody has any information on Peter and Antoinette Vogelsang of *Flying Cloud*, please page us at (619) 641-8728.

Al & Nadine Goechler
Restless
San Diego

Al & Nadine — Good advice. And prices in an RV store or truck stop are apt to be cheaper than in a marine store. Be warned, however, that products manufactured specifically for marine use — like light fixtures — are often made with a higher grade of materials, hence the higher prices.

LOOKING FOR WINDMILLS

Whenever I tell my friends I'm looking for Windmills, I'm either directed to Golden Gate Park, or Holland. While these are equally fascinating places, I'm speaking about the 15-ft, hard-chined planning wonder that was very popular on the West Coast in the 1970s and early 1980s.

This simple home-built craft designed in the late 1950s by Clarke Mills, and later reproduced in fiberglass, resembles a Snipe on a diet. One of the most fun little dinghies I've had the pleasure to sail, and recently, to own. No carbon fiber, few bells, no whistles, and way too easy to rig. The only trouble with the Windmill is the over-saturation of the 15-ft dinghy marketplace, which is showing no signs of improving, and our constant need to create the unnecessary. Oh well, that's progress I suppose.

Rather than have the remaining West Coast Windmills continue on sulking in backyards, tied to the rafters of the shed, and used as storage bins for last year's camping supplies, I'm hoping to locate and collect a small fleet to be used in our Sacramento Valley sailing club, the Butte Sailing Club.

If anyone out there in *Latitude*-land knows of a Windmill looking for a new lease on life, please contact me at: 4828 Fortna Road, Yuba City, CA, 95993. Better yet, drag it up here, and let's go sailing!

Dave Neilsen
Race Chairman
Butte Sailing Club

A CREW LIST EXTRAVAGANZA

My wife and I are looking for a boat to crew on during the upcoming season. When does your "looking for crew — looking for boats" issue come out?

You help is greatly appreciated.

Tom Buckley
San Francisco

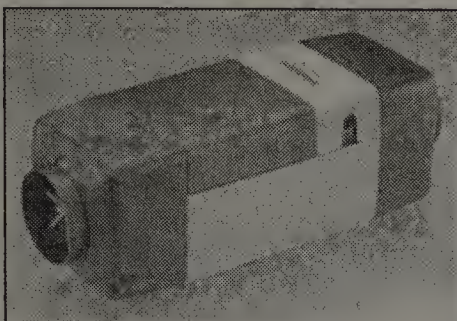
Tom — Your letter arrived as we were going to press, and by the time you read this it will be too late to sign up — see the Crew List article in this month's issue. But it's not too late to make contacts. As stated in Sightings, our Crew List Party, April 8, will feature an expanded format, and is expected to draw one of the biggest crowds ever. Take note that the time is 6 to 9 p.m., as the earlybirds often make the easiest connections. Good luck.

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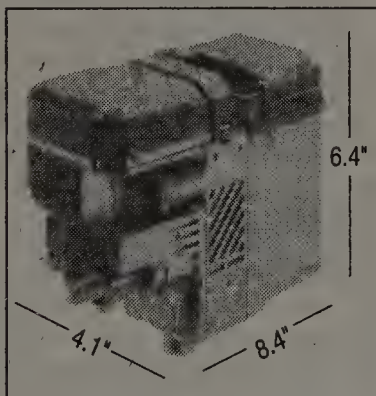
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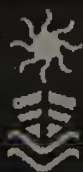
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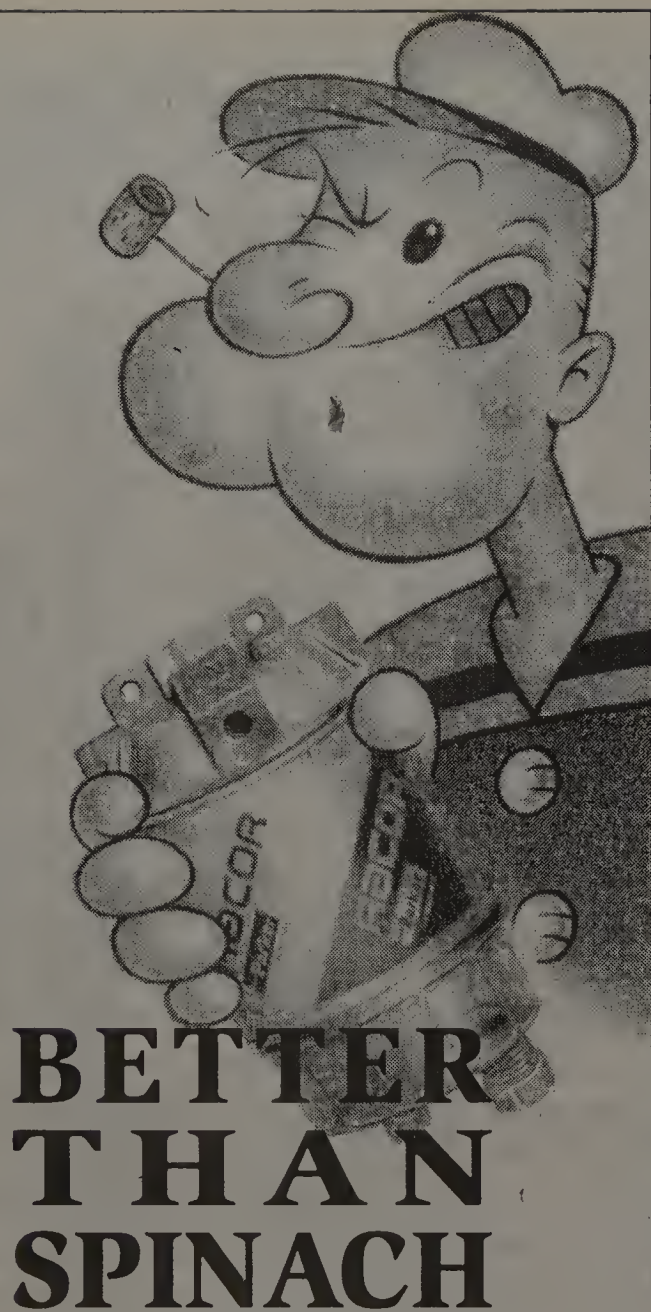
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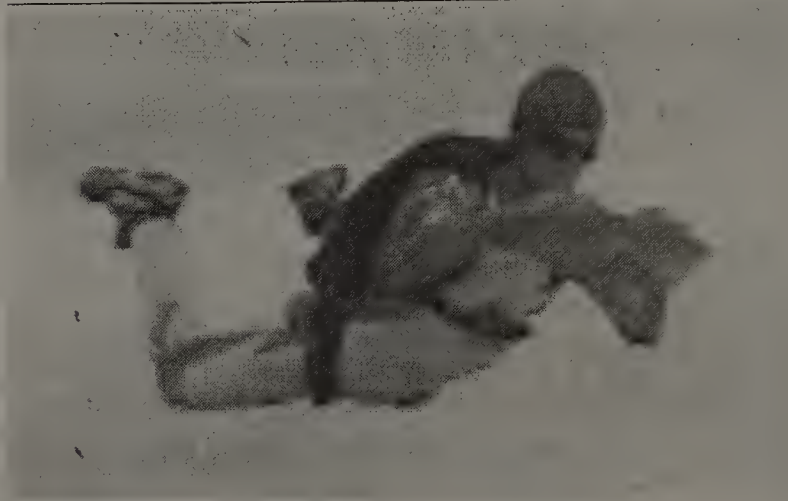
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LOOSE LIPS

Look, up in the sky: it's a bird, it's a plane, its... *Latitude*? Jeff Kober is a friend of ours who likes riding the wind as much as any sailor. But not on boats. This guy 'gets air' by



Gives a whole new meaning to 'speed reading,' doesn't it?

jumping out of perfectly good airplanes and falling through it. He's also a big *Latitude* fan. One day, we mentioned the unofficial competition among readers who over the years have sent us photos of themselves reading *Tudes* in really out-there places. Red Square, the Great Wall and the South Pole come to mind. And there was the scuba diver enjoying the magazine underwater. Kober's eyes lit up. "Have I got an idea for you!" he said, or words to that effect. The next thing we knew, we got these photos. That's Jeff hurtling earthward at 120 miles an hour over California City while perusing his favorite rag.

Jeff reports this shoot wasn't as easy as it looks. The first time he tried it, the magazine instantly ripped to shreds from the high wind. A couple of subsequent attempts with 'stiffened' mags also failed. So for this photo, a heavily reinforced April '98 issue was mounted to a light-gauge aluminum template with adhesive and pop rivets. (We've always said we provide 'riveting' editorial. . .)

That problem solved, another soon became apparent. "I wasn't prepared for the amount of effect that the 'magazine' had on my aerodynamics," says Jeff. "I was stable for only a brief period during my freefall." Having the getup teathered to his wrist was also a bit disquieting. "If I experience a malfunction, it requires both hands for cutaway/reserve deploy," notes Jeff.

All's well that ended well. Jeff landed safely and emailed this photo the next day. We give it a 10 for technical difficulty and another 10 for execution, which makes it the 1999 leader in the 'Reading *Latitude*' competition.

A final note: Jeff is a veteran skydiver with many years of experience — *please* do not try anything like this yourself.

Hope floats in new safety product.

Occasional *Latitude* contributor Peter Marsh showed up at our offices last month to show us a new product he's repping. It's called the Kaino Rescue Ring. "Nearly 90% of boating fatalities happen so quickly that survival suits and inflatables are not accessible and a *mayday* is not transmitted," notes the company literature. "The Kaino Rescue Ring is designed specifically for these types of accidents and provides three keys to surviving a quick accident: providing flotation, keeps you together and gets you found." Flotation is of course inherent in the Ring, which is made of a lightweight polyethylene shell filled with foam. The 'staying together' part is why the Ring has all

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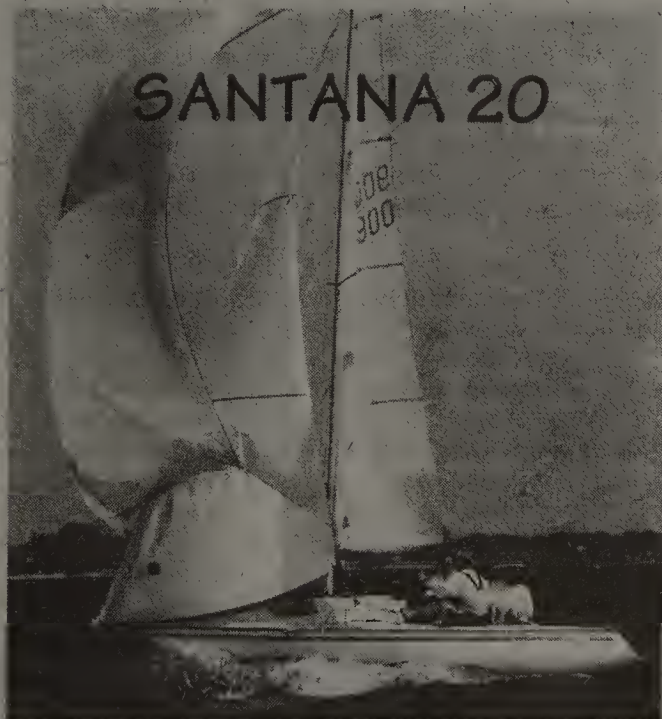
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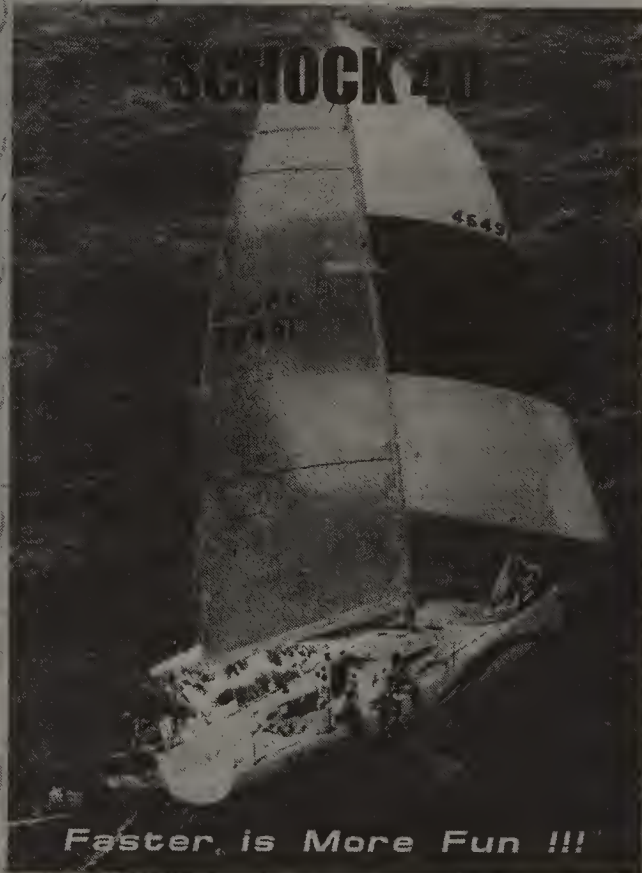
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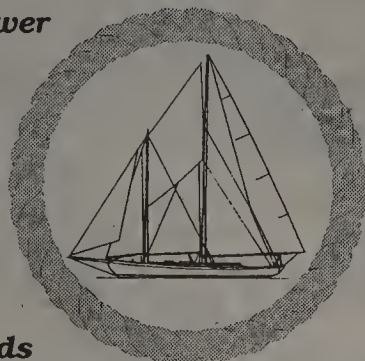
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It's A Mariner's Fact:

Prior to his solo sail around the world, Joshua Slocum served a brief stint as a correspondent for the San Francisco Bee.

LOOSE LIPS

those handlines and shackles on it. Two models comfortably float two or four people. And 'gets you found'? The ring has storage provisions for an optional on-board strobe and EPIRB,



Circle of life: the Kaino Rescue Ring.

and a 'glove box' for any other items you might want to carry, such as flares, handheld VHF and so on.

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in-one item to grab in the event a crew has to abandon the boat in a hurry. Obviously, it would be better to run around and gather emergency equipment, launch a liferaft and so on. But if you don't have the time, the Kaino Rescue Ring might make all the difference. If you do, the Ring is extra insurance.

For more information, call (800) 458-4058, or contact www.rescuering.com on the internet.

And baby makes three.

Congratulations to Mark and Lori Rudiger, who adopted a baby boy in Hawaii last month. Zayle Robert Rudiger arrived on the scene about two weeks earlier than planned — which we take as a good sign for the son of a world-class navigator who guided Paul Cayard's team to an overall win of the last Whitbread. Mark notes that there are some parallels to racing around the world and parenthood: "He doesn't sleep through the night yet, so I'm on a Whitbread watch schedule again, complete with rude awakenings,—fluid everywhere. . . ."

No wonder they stay so focused.

A survey done in New Zealand recently revealed that Kiwis prefer eating, sleeping — and sailing — to sex. This was in response to the question, "What is your idea of a perfect way to spend an evening?" Only 10 people out of 400 respondents chose the ultimate embrace. The most popular response: going out for a nice dinner. Sex ended up 12th among baby boomers and even lower among those under 30.

What does it all mean? 1) They must not be doing it right. 2) It's going to be *really* hard to win the America's Cup back from these people.

Cruising to the Sea of Tranquility.

Aeronautical engineer and sailboat designer Walter H. Scott passed away February 28 in Florida. He was 78.

Scott graduated from Webb Institute of Naval Architecture and received his master's degree from Guggenheim School of Aeronautical Engineering at New York University. After a successful career at Grumman Aircraft Engineering Corporation, he moved to Florida and began designing sailboats for several leading boatbuilders, including Irwin Yachts and Island Packet.

The design for which Scott will be best remembered made the longest voyage of any 'ship.' He developed the technique of landing on the moon from an orbiting mother ship with a landing module and did much of the design work for the Apollo program.

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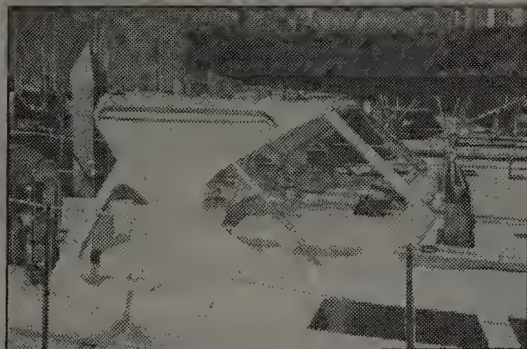
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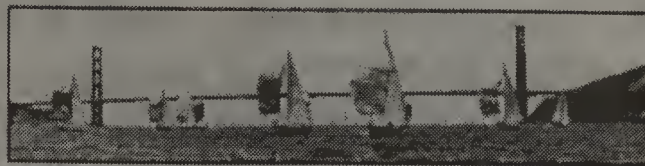
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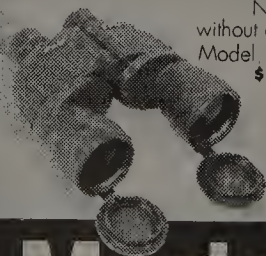
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On March 3, the 478-ft bulk carrier *Hollandic Confidence* put out a distress call about 65 miles south of Humboldt Bay. She had been on her way from Vancouver to China with 17,000 tons of sulphur aboard when heavy winds and seas blew the cover off her forward hold and started flooding the hold.

Coast Guard cutters and aircraft rushed to the scene. At first it was thought the 20-year-old *Confidence* would sink, and the Coasties were poised to rescue her 23 Ukrainian crew. But conditions abated and Coast Guard inspectors determined that she could enter the Bay — if no more sulphur-laden water was pumped out.

The Cyprus-flagged ship came under the Golden Gate on March 5 and was anchored off Hunters Point. (See photo in *Sightings*.) The contaminated water was pumped into a barge and taken to a treatment plant. She was then taken to a local shipyard for repairs, and in late March, resumed her Far East cruise with 2/3 of her cargo — the sulphur in the forward hold could not be salvaged.

By pure coincidence, a few days after the *Hollandic Confidence* was safely anchored, the 520-ft *Global Mariner* entered the Bay. This former cargo ship has been refitted as a 'seagoing documentary' by the International Transit Workers Federation. Her mission: to expose the evils and dangers of the 'flag of convenience' system that dominates international shipping.

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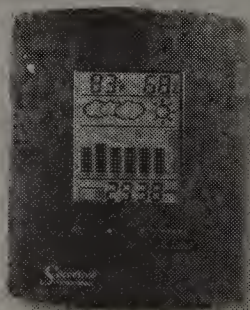
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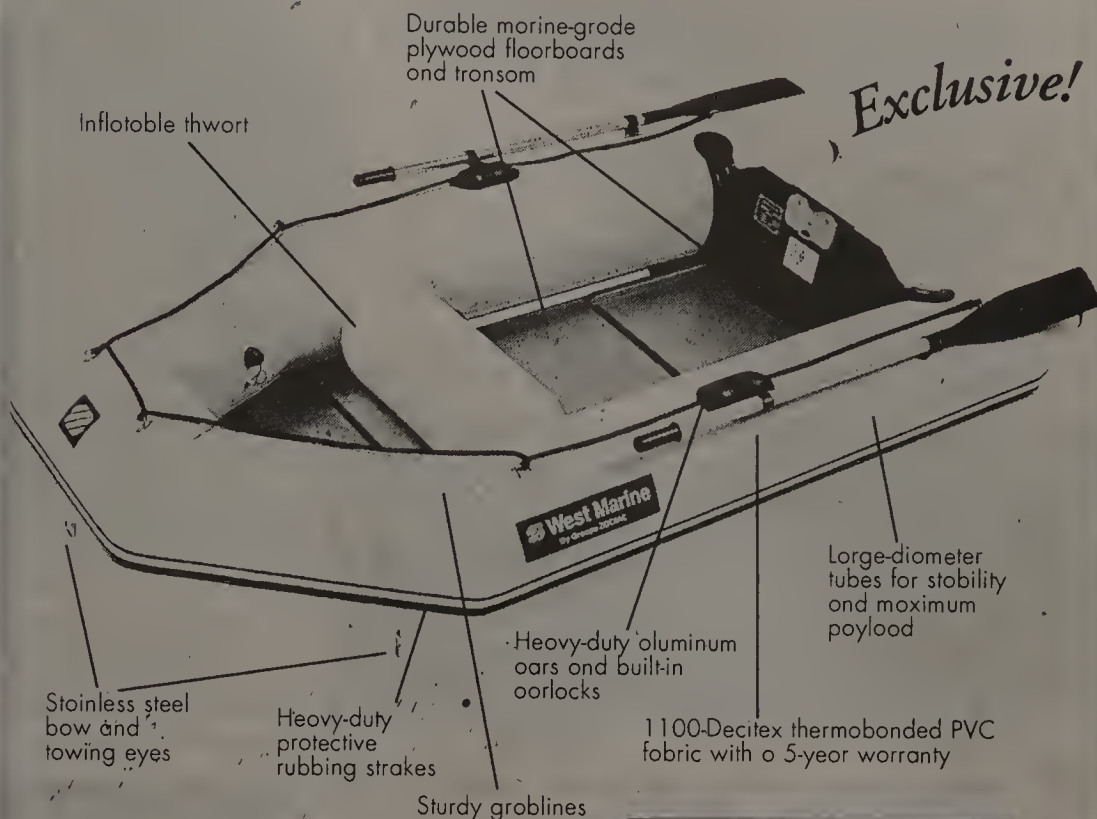
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ing to worry about meeting any regulations regarding safety, working conditions or wages for their crews.

The *Hollandic Confidence* and ill fated tanker *New Carissa*, which beached herself in Coos Bay in February, are examples of 'flag of convenience' ships. Reportedly, neither would be fit to sail under the registry and laws of the U.S. or any other major industrialized country. They are known among many maritime officials as 'floating sweatshops.'

The *Global Mariner*, which was open to the public for tours during her four-day visit, is on a global-consciousness-raising tour on the flag of convenience issue, which ITF (an international organization of 533 transport unions with nearly 5 million workers) says has adverse social and economic effects on the global economy.

New junior program 'down under.'

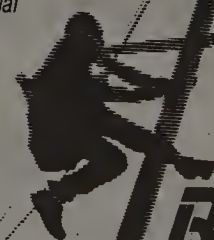
Later this spring, South Beach YC will begin the first full season of its Junior Sailing Program. There will be two four-week sessions, with a focus on teaching kids 8 to 12 the fundamentals of dinghy sailing. El Toros will be supplied by the club and the training will be held by certified instructors. Classes will be held on Saturday mornings, within sunny South Beach Harbor (next to the now-building new Giants stadium) and the protected portion of China Basin. The first session begins May 15; the second, July 17. For more information, call South Beach YC at (415) 495-2295, leave a message and a member will get back to you.

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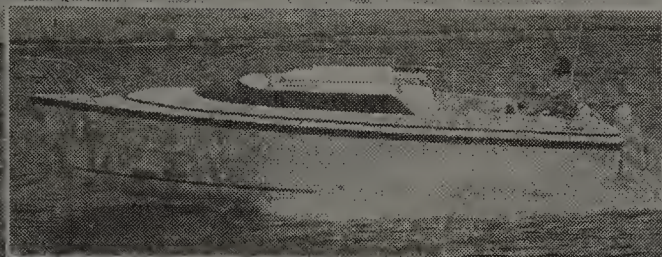


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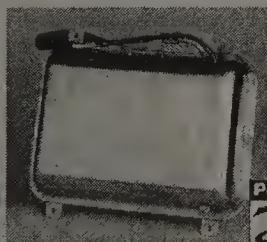
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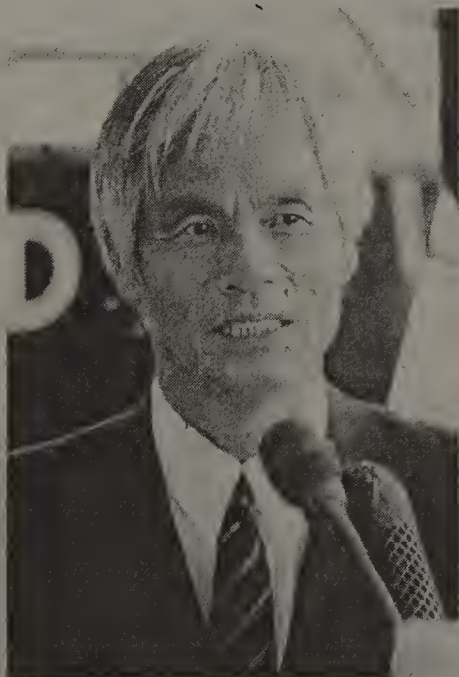


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SIGHTINGS

sayonara, ken-ichi

On March 28, famed Japanese sailor Ken-ichi Horie once again departed San Francisco for points east. We've kind of lost track of how many Pacific crossings he's done over the years, but this has to be his fifth or sixth.



Above, Ken-ichi Horie. Right, 'Malt's Mermaid II' heads out the Golden Gate.

Horie first came to the attention of the sailing world in 1962 when, at age 23, he became the first person to singlehand from Japan to San Francisco. His boat for that passage was a modest 19-ft plywood sloop named *Mermaid* (which is still on display at the San Francisco Maritime Museum). Since then, he has accomplished a number of impressive sailing feats, including a nonstop circumnavigation, and the world's first 'longitudinal' circumnavigation — a once-around of the Americas, in which he rounded Cape Horn and negotiated the Northwest Passage. These and other accomplishments have elevated the now 60-year-old Horie to superhero status in Japan. "Bigger than Joe DiMaggio," said longtime Bay Area sailor Bill Fisher, Horie's first contact when he entered the Bay back in '62. Bill lik-

ened Horie's stature in his homeland more to the reverence in which New Zealanders hold Sir Edmund Hillary. He couldn't think of a comparable American personality — at least not a living one.

In the last decade, Horie has devoted much of his energy to 'stunt' crossings of the Pacific. All but one of these have also departed his fondly remembered San Francisco Bay for the 7,000-mile voyage home to Japan. The boats have included a 9-foot sailboat, a pedal boat (basically a bicycle frame attached to a propeller) and a solar-powered electric boat. That last voyage departed from Ecuador. That government was so impressed by Horie that they bestowed an honor rare among living sailors — they named two previously unnamed capes in the Galapagos Island group for him and the boat.

Though outwardly outrageous, each of Horie's projects is meticulously planned and all have been completed without serious difficulties. Each also served its purpose to call attention to two of Ken-ichi's favorite causes, environmental conservation and recycling.

Each time word arrived in the *Latitude* offices that he was planning another trip with another crazy boat, we couldn't help thinking, "This has got to be the topper. He can never think of anything zanier than this." And of course, each time we were wrong.

Take the boat in this photo, for example. For the next three to four months, the intrepid adventurer will be making his way slowly west aboard a boat whose hulls are made entirely of recycled stainless steel beer kegs. We're not talking kegs melted down into metal sheets which are then fashioned into a boat. This thing is made of 528 *actual* beer kegs welded together to form a hull. The trampoline, twin junk-rigged sails and other 'soft' parts are made of material that was once soda bottles. Even the material coating the plywood deck is recycled plastic.

We probably don't have to tell you this, but the boat was quite a challenge for both designers and builders. For awhile, they tried to talk Ken-ichi into something more practical. But Horie, inspired by craft he's seen built by poor fishermen out of steel drums, was insistent on the concept. The good news was that Suntory Ltd., maker of Malt's beer and primary sponsor of the project, was willing to donate as many beer kegs as Ken-ichi wanted. After quite a bit of head scratching and design tweaking — the builders actually constructed a full-size wooden

continued on outside column of next sightings page

cunn

In 1992, Charlie and Bonnie Abel of Fort Lauderdale, Florida, had a yacht and a 7-year-old daughter. Wanting to take a week's cruise to the Bahamas without their daughter, they hired Beth Cunningham, who lived down the street, to babysit. Cunningham, then 27, was given \$100 for expenses.

The Abels must have had a great time, for when the week was up they called Cunningham to say they wanted to extend their trip for a couple of more weeks. She agreed. To cover the babysitting expenses, the Abels gave Cunningham their ATM number.

When the Abels returned, they found that Cunningham had withdrawn \$952. They thought the amount was so excessive that they accused her of stealing \$752. If you thought the matter would somehow be quickly and quietly settled,



and abel

you don't know how crazy some wealthy people can be about relatively small sums of money. In the year Michael Milliken made \$500 million dollars, for example, he is reported to have had long and nasty fights with others over piddling \$10,000 commissions.

In the finest tradition of making mountains out of molehills, the petty matter turned into a seven-year legal battle. As of early March, babysitter Cunningham was the big winner in the American Legal System Lottery, having been awarded \$1,000,000 — that's not a typo — for the emotional distress she suffered as a result of being accused of stealing.

We figure the next time the Abels and their former babysitter will see each other is while passing by in their respective yachts — assuming the Abels can still afford theirs.

sayonara — cont'd

mock-up to make sure it could be done — the 33-foot, 5-ton craft was finally built. (Horie jokes "only 500 kegs are empty.") It was launched June 4 and underwent sea trials off Japan until February. It was then put on a freighter and arrived in the Bay Area in early March.

Malt's Mermaid II — all Horie's boats have retained *Mermaid* in the name — is no speed demon. The skipper reports she averages only three knots, with a top speed of six. He figures the "The 20th Century's Last Solo Voyage Across the Pacific" — which includes a brief stop in Hawaii — will take up to four months. That puts him back in Japan around the end of July. As with previous voyages, along the way he will correspond with school children in Japan and America via satellite phone and computer link. In his own (translated) words, he "wishes to give courage, hope and dreams to the children who will be responsible for the affairs of the Earth in the coming 21st Century."

In addition to Suntory Ltd., other sponsors of the project include Nippon Telegraph and Telephone, Tokai University, the Sea Training Institute of Sausalito, and the San Francisco and Hawaii Yacht Clubs.

The Ken-ichi Horie of today is grayer than the young lad whose first words to Bay sailor Bill Fisher in 1962 were, "No money, no passport, no English." But the years haven't slowed him or his adventurous spirit. Fair winds, Ken-ichi San!



californian girls — part II

A year ago, we ran a Sightings article about a dream project that Mercy High School teacher Caitlin Schwarzman had in the works: a semester for her students aboard a sailing ship. The seeds of this idea were rooted in Schwarzman's upbringing, much of which took place aboard the family's cruising sailboat. By the time she was in her mid-teens, Caitlin had seen much of Mexico, Central America and the Caribbean, had sailed across the Atlantic, and even harbor hopped down Africa's west coast. The experiences had a profound, 'empowering' effect on her life. When she became a teacher, she started exploring ways to give the same experience to students at the all-woman school.

Last May, we reported on a 'trial run' she made with 16 young women to the Channel Islands aboard the 145-ft state tallship Californian. The cruise and the idea were so well received that the Tall Ship Academic Adventure was given the go-ahead by the powers that be at MHS. Schwarzman started soliciting applications from interested students "with the willingness to try something completely new" — an entire semester based around a cruise to Mexico and back aboard the tallship. (Built and launched in 1984 by the Nautical Heritage Society in Dana Point, the Californian hosts regular cadet cruises with similar curriculums, so it was perfectly set up to handle the Mercy program.) The girls selected to go on the cruise would spend a month of preparation in such subjects as Oceanography, Coastal History and Mathematics of Navigation, followed by two months aboard ship. The final month back home will be spent finishing various projects, papers and presentations.

The first Tall Ship Academic Adventure departed Los Angeles for points south on February 16, 1999. Here's a two-part report on how it's going, first from Caitlin, and then an article co-authored by four students. Their thoughts will doubtless bring back memories of that 'first time' for everyone who has made a long offshore passage.

After three weeks of shoreside preparation for our two-month voyage to Baja, California, the first of 12 students to participate in Mercy High School's Tall Ship Semester for Girls were nervous and excited. They had designed science projects, researched projected ports of call, and practiced taking bearings in the school parking lot. They had trained with Presidio Adventure Racing and collected clothes and school supplies to distribute in fishing villages south of the border. They attended videography and photography seminars, visited the doctor for shots and bought their first sets of foul weather gear. Now they would leave the safe haven of Mercy High School and step into the unknown world of a ship at sea.

What follows is the students' own account of the first half of our voyage aboard the topsail schooner *Californian*. Their reports cover our passage south to Los Cabos and 10 blissful days in the Sea of Cortez. We're sending this report from Bahia Tortuga, midway up the Pacific Coast of Baja. Please continue to follow our progress on the internet at www.mercyhs.org.

— caitlin schwarzman

I check my bag one last time. Have I remembered my school supplies? Are there enough warm clothes? It's Valentine's Day and in an hour I will leave San Francisco with 11 other cadets to drive to Long Beach where we'll board the ship.

The ride to Mercy HS is quiet. Finally at school, Ms. Schwarzman announces that we have only five minutes until we leave. One student has left her foul weather gear in her locker and can't get the locker open. I am standing with my parents. I feel a rush, chills down my spine, butterflies move through my stomach. I had never stopped to think about the fact that I have to leave these people standing before me. I'm crying a waterfall. I'm sure Mom and Dad know what I want to say: "I love you. I'll miss you." But I'm trembling so much I can't tell if the words are coming out right. The same phrase flows out over and over again until it's finally time to go. One last hug, a hug that's supposed to last me the next two months.

continued on outside column of next sightings page

bay diva readies

Workmen were bustling around the classic 55-ft Sparkman & Stephens yacht *Santana* like bees around a hive when we visited the KKMI boatyard in Richmond last month. It's all in preparation for a scheduled splashdown of the completely refurbished, updated and modernized 63-year-old boat in late April.

Purists will be thrilled to know that new owners Paul and Crissy Kaplan have returned *Santana* to the schooner rig she wore upon launch at Southern California's Wilmington Boat Works on October 24, 1935. She has been a yawl since 1941, when actor George Brent owned the boat. Actor Ray Milland also owned her for a short time, but it was Humphrey Bogart who cemented her legend. He owned and raced *Santana* from 1944 until his death in 1957. *Santana* came to the Bay Area in 1968. She was active in local Master Mariner events until 1993.

Interestingly, the steps for the original masts were still in place in the bilge, and the Kaplans were able to convert the existing mainmast into the 'new' mainmast — it simply went from the front to the back of the boat. A new foremast had to be constructed, though. It is a beautiful spruce box-section spar with internal halyards. The boat will also get a new bowsprit, but therein lies a bit of modern trickery. The main structural member will be carbon fiber, which will then be coated in foam and fiberglass and painted to look like wood by Zane Working, whose unusual talent adorns *Athene's* carbon boom and many other 'fake' wood spars around the Bay. Even up close, it's hard to tell they're not real wood. Even the 'knots' look genuine.

Also topside, the cockpit has been returned to its original design. (It was quite crowded in the yawl configuration as the mizzen shared the cockpit with the crew.) But again, with a twist. The entire cockpit well is fiberglass, and will be easily removable for engine access.

Below, the copies of the original drawings obtained from S&S showed that everything was built to exact specifications — and six decades later, the dimensions rarely vary more than half an inch. Again, the yawl conversion made for a bit of a cramped interior. With the mainmast removed from the middle of the galley, that important section of the boat is now much more open and user friendly. Faithful to the original design (for W.L. Stewart, a Union Oil executive), Paul and Crissy even had the leaded glass recreated for the galley cabinets.

Paul Reck is project manager for the boat. A former general contractor (and

continued middle of next sightings page

for april debut



Santana surgery (clockwise from here): Paul Kaplan sits over where the new cockpit will go; the new foremast is a work of art; Mike Baratta did much of the structural work; Paul Reck (in the redone nav station) holds a half-hull model of Santana that he carved out of her old mooring bits.



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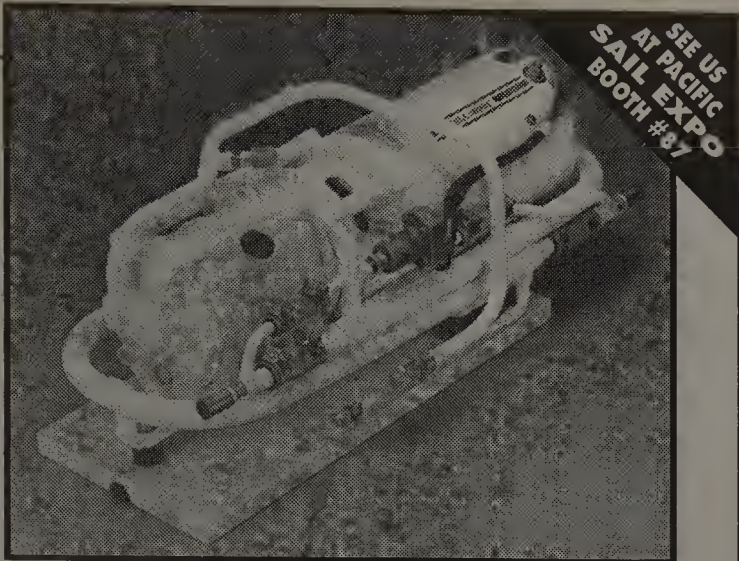
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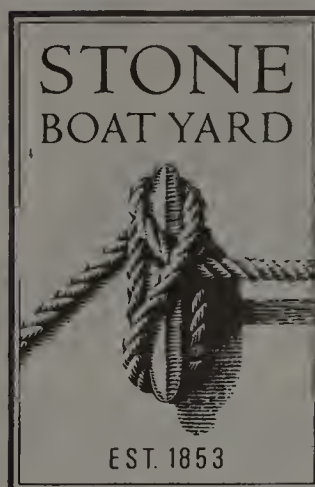
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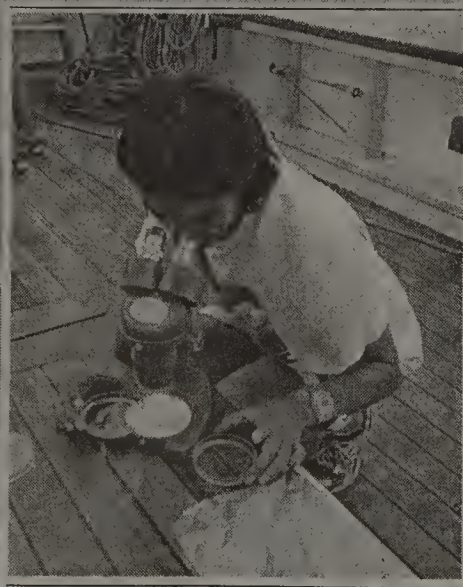
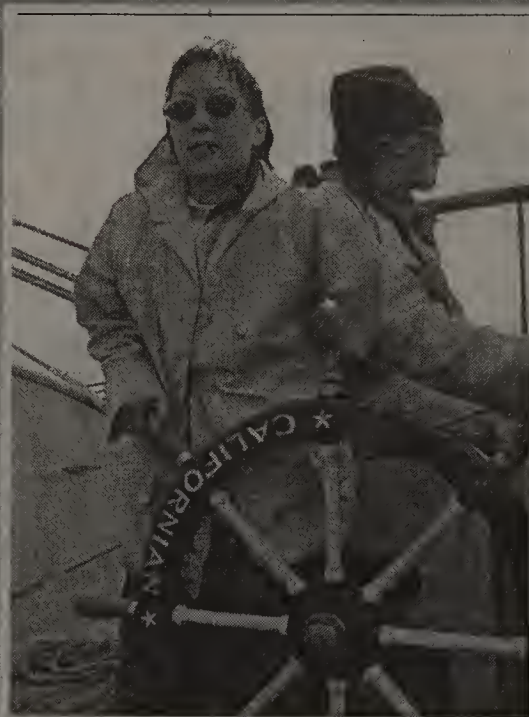
californian girls — cont'd

Time at sea is measured not in days, but in hours and watches. The 12 hours of daylight are divided into two six-hour watches. The hours of dark are divided into three four-hour watches. If it's your turn to stand the mid-watch, you are awakened at 2235. You crawl out of your bunk. You have to be on deck in 20 minutes. As you are still wearing the clothes you had on yesterday, you find your warm jacket and struggle into your foul weather gear. After a quick muster with your watch group, you relieve the on-watch. In the next four hours, you plot your position, record weather data and complete hourly boat and engine checks. You stand bow watch and take your trick at the helm.

continued on outside column of next sightings page

diva

former neighbor of the Kaplans), Paul is one of those guys who can just naturally do stuff and figure things out that baffle the rest of us mortals. He eventually moved from building houses to restoring antiques, big and little. One of the big ones was the Golden Gate Theater. He fixes old clocks, builds models and even put together a Pretzel cart that does duty on Pier 39. In the boating world, he is an active member of the crew of the historic



Life aboard a tall ship (clockwise from above): galley duty — not glamorous, but necessary; plankton observation is part of the study curriculum; for many girls, it was the first time at sea, much less the first time aloft; mind your wheel; coiling one of a zillion lines. Spread, 'Californian' anchored in a serene Baja lagoon.

— cont'd

scow schooner *Alma*, and did much of the work in her magnificent restoration. He's about the best go-to guy imaginable for the *Santana* project.

The April deadline was set because the Kaplans want to have *Santana* ready for a full season of activity on the Bay, including participation in the Master Mariners for the first time in more than half a decade.

It will be great to see her back sailing.



COURTESY MERCY H.S. TALL SHIP ACADEMIC ADVENTURE

californian girls — cont'd

At 0300, the next watch relieves you. And after another brief muster with your watch group, you go below to sleep. Your sleep is deep and blissful for three hours until you are awakened again at 0530 for breakfast. You are hungrier at sea than you have ever been on land, and you eat a tall stack of pancakes before rolling back into your bunk for a little nap before your afternoon watch. This nap is invariably interrupted by emergency drills or sail maneuvers.

At 1300, after lunch, you go back on watch. You are temporarily relieved at 1400 when all staff and cadets gather for a meeting. Classes follow until 1700. During this time, you explore topics as varied as celestial navigation, Baja California culture or marine mammal behavior. After this you go back on watch until 1900 when dinner is served. After supper, you do homework or chat with fellow cadets. You will be up at 0300, so you climb in your bunk early, thankful to sleep.

The hardest part of adjusting to our new world has been learning to live with 20 other people in a confined space. All of us eat, sleep and work in a single cabin. Sometimes it feels like we're breathing too much of each other's air.

The only way to escape your shipmates is to crawl into your 3-foot-wide bunk and nestle among piles of personal gear. This lack of privacy has caused tension among us. Arguments have often arisen over one person's mess spilling into another person's bunk. Tension also stems from disagreements over chores, over whose turn it is to clean the reeking heads, wash the endless dishes and scrub the salty deck.

We've also had to face physical hardships. Beyond the bruises and cuts, beyond even the jellyfish stings and stingray wounds, comes the wear and tear of exhaustion. When I'm awakened for a night watch, I resent having to leave my warm bunk. I lie silent for a moment and hear waves spilling across the heaving ship. I prepare myself for the cold, long, windy night that lies ahead. I struggle with my foul weather gear. I curse my lack of sleep. I will my tired body to get up again and wish for just a moment that I was in my bed on land.

But I've come to realize that these difficulties play a part in the pride and pleasure we take aboard our ship at sea. Climbing the ratlines and working aloft for the first time scared me, but climbing aloft allowed me to see a bigger ocean than I'd ever seen before.

Night watch has given me the opportunity to discover a sea of fireflies in the bioluminescent plankton, shooting stars, and intense hours of personal reflection. Bow watch during the day has given me other opportunities. One afternoon, a school of dolphins came to play with the boat. A bunch of us climbed out onto the headrig and nearly touched their sleek backs with our dangling feet. Other times on bow watch, I take pleasure in watching the waves roll past as our boat slices into the water. Those waves are mesmerizing as fire — I never could have imagined this beauty from shore.

Our second week out, I was helping the cook check her fishing lines when an enormous fin whale showed us her long black side. This was the first whale of our voyage. Since then, we've seen dozens of whales, we've snorkeled on a coral reef, basked in the sun in the Sea of Cortez and hiked her desert islands. We've seen a blood-red moon rise out of a black sea, and held our breaths when confronted by the beauty of our own ship sailing under the sails we raised ourselves.

Aboard ship we've made other discoveries. Sharing a single room with 11 other cadets has created tensions, but it has also created deep bonds of sisterhood. We've taken care of each other. We've stood watch for each other when we're too seasick to walk. We talk of nothing much and everything, and we comfort each other with jokes and stories. Returning to Mercy High School in a month will be strange.

There is a constant rise and fall aboard the ship. We try to brace ourselves against the motion of the sea, but sometimes a wave breaks and knocks us to our knees. As we accept the ship and the sea as our home we've begun to acquire a new sense of balance on our long-awaited sea legs.

— celeste croy-baker, monique perez,
michelle saito and caitlin sullivan

coast watch

Here's a summary of Coast Guard Group San Francisco's significant search and rescue cases which took place between February 20 and March 19, 1999.

February 25 — At 11:38 a.m. we received a report of a car over the cliff at Devil's Slide (Hwy 1 south of Pacifica). A 'Dolphin' helicopter and 44-ft Motor Life Boat (MLB) were dispatched. The helicopter conducted numerous searches with negative results. San Mateo Sheriff's divers later dove on the vehicle and found no people inside, but discovered extensive damage to the car's interior. Active search was suspended pending further developments. While returning to Station Golden Gate the MLB was hit by a 16-ft breaker, causing minor damage to the boat.

February 26 — We received a call at 1:51 p.m. from a pleasure craft anchored outside Oyster Point Marina. It was low on battery power and the operator feared he would not be able to start its engine. Shortly afterward, we lost communications with the boat. We launched a 21-ft rigid-hull inflatable (RHI) and a 41-ft utility boat (UTB). The UTB searched the area until 5:53 p.m. with negative results, and active search was suspended pending further developments. We assume that the boater either was able to get underway or was assisted by a good Samaritan. But, lacking a follow-up radio or phone call to that effect, we had to assume the worse case and conduct an extensive search.

This case stresses the importance of contacting the Coast Guard once you no longer require our assistance. Please let us know, so that we can keep our resources ready for the next mariner in distress!

February 27 — A boater near Pier 39 in San Francisco called us at 8:21 p.m., reporting he had heard a *mayday* call from a boat sinking in the vicinity of Alcatraz. Our radio operator did not hear the call, and extensive checks of our digital recorder (records distress communications from each of our seven remote radio sites and emergency phone lines) turned up nothing. Nevertheless, we launched a 21-ft RHI, a 41-ft UTB and a helicopter. All units searched around Alcatraz Island and the central Bay with negative results. Active search was suspended pending further development.

February 28 — At 2:40 a.m. we received a 911 call reporting a person in the water at a beach 2 miles south of Half Moon Bay. The victim entered the water with several other people, but when the other people returned to shore, he was missing. Station Golden Gate, Pillar Point Harbormaster, and Air Station San Francisco responded. We conducted numerous searches until 10:42 a.m., with negative results. Active search was then suspended pending further development.

March 1 — At 4 p.m. we monitored a distress call from the vessel *Calypso* on Channel 16. The caller first reported having a "breakdown," then that he was taking on water. This was followed by a report that the bilge pump was not keeping up, and finally that the vessel going under and four people were abandoning ship into a dinghy 2 miles west of the Golden Gate bridge. Numerous attempts to respond to *Calypso's* calls were not answered. A 44-ft MLB and helicopter searched the area until 11 p.m. that evening, followed by another four-hour search by a Coast Guard helicopter the next morning. Finding no sign of a dinghy, vessel debris, or other signs of distress, we suspended searching. The Coast Guard received no reports of missing persons or vessels. At the time of the initial report, the MLB from Station Golden Gate was conducting training within two miles of the distress position and a fishing vessel was also in the area. Neither sighted any other vessels in the area. We suspect this was a deliberate false distress call.

March 1 — Coast Guard Station Golden Gate was called at 7 p.m. by the U.S. Park Police, who reported three persons stranded at the base of a cliff at Marshall Beach. A 54-year-old man had slipped and fallen down the cliff. Two other individuals tried to help and also became stranded. A 44-ft MLB and helicopter responded. The helicopter hoisted the three persons while the MLB illuminated the area. The injured man was transferred to paramedics at Baker Beach.

March 3 — Coast Guard Station Monterey received a call from a

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thursday's

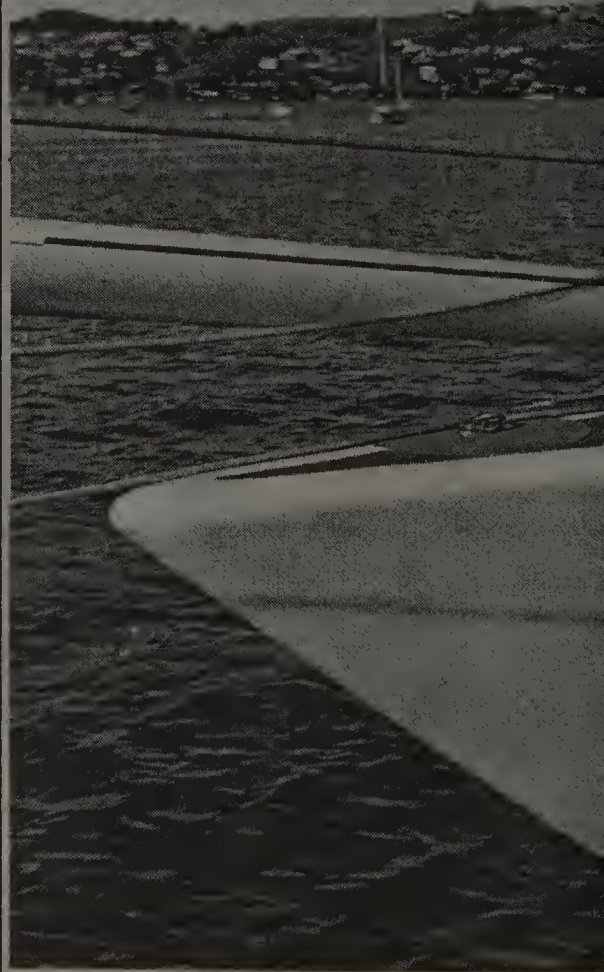
A number of 'new' boats have been seen sailing the Bay already this year. But none are so famous as the one you see here. This is *Thursday's Child*, the boat that 10 years ago became the first sailing craft in more than a century to better the New York to San Francisco sailing record, set in 1854 by the clipper *Flying Cloud*.

Five years earlier, the then-new, state of the art boat set a new monohull record in the OSTAR (Observer Single-handed Trans-Atlantic Race). A decade later, in 1994-'95, Arnet Taylor sailed the 60-ft Lars Bergstrom design around the globe singlehandedly in the BOC Race. This is a boat that's seen some hard miles.

Bay Area (former) multihuller Michael Reppy acquired the boat a year ago in Florida. She was definitely a 'fixer upper'

'Thursday's Child' arrived in the Bay in late March. New owner Michael Reppy (left, with Bob Dixon) plans to infuse new life into the old warhorse.

LATITUDE/JR



child

at that point, having sat idle for three years. But she was just what Michael was looking for: a big, strong boat that still had the speed to break records and the appearance to attract attention to a cause he has championed for years: saving the world's dolphins and whales. The stylized orca on the bow pays special tribute to three captive orcas in Japan — the 'Taiji Three' — that Reppy and his boat-sponsoring Earth Island Institute hope to free by their efforts.

Another veteran multihuller, San Diego's Bob Dixon, flew to Fort Lauderdale to help ready the boat for the trip to her new home in San Francisco. Among the first upgrades was a Yanmar turbo diesel — the boat's first permanent en-

continued middle of next sightings page

coast watch — cont'd

concerned citizen reporting a sailing vessel apparently in distress off Del Monte Beach. The Station's 47-ft MLB responded and located the 30-ft sailing vessel near the surf line attempting to recover their dog from the water. While sailing near Del Monte beach, the boat's boom was broken by heavy winds. The boat began drifting toward the surf line and the dog decided to jump overboard. While trying to recover their dog, the boat drifted dangerously close to the surf. The MLB recovered the dog and escorted the sailing vessel to Monterey Harbor.

March 4 — We received a call at midnight on channel 16 from a 28-ft pleasure craft aground near Benicia Point. The vessel's operator reported he had been tied up to a barge and unexpectedly drifted free. The vessel was now aground in shallow water with three adults aboard. A 21-ft RHI from Station Carquinez responded, but was unable to assist due to the shallow water around the vessel. Officers from the Benicia Police Department also responded shoreside. At the operator's request, Station Carquinez called a commercial provider, but the company was unable to assist due to mechanical problems. The vessel operator was offered several assistance options which included being assisted ashore

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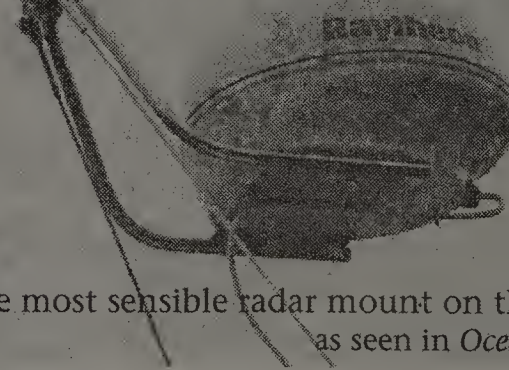
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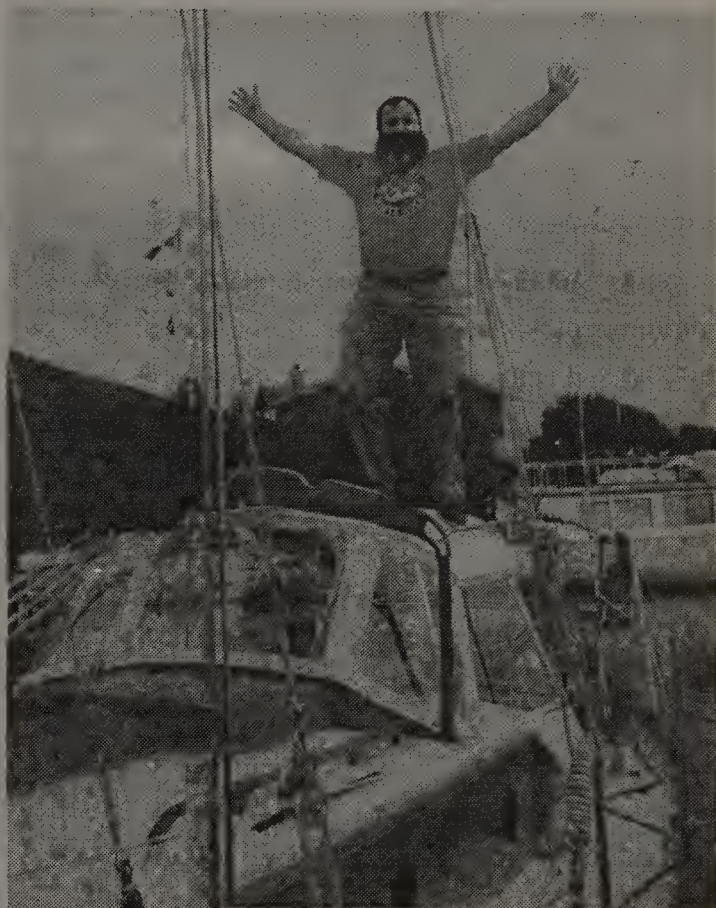


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coast watch — cont'd

by the police department (vessel was in less than a foot of water and the people aboard could safely walk to shore) or waiting to float free at high tide. The operator refused any advice and insisted the Coast Guard pull his vessel free. He became verbally abusive and threatening, and vowed to swim a line out to the Coast Guard vessel if it didn't help him. The RHI crew strongly advised the operator against getting into the water and repeatedly explained the Coast Guard's salvage policy to the operator, along with options available to him in this case. After having no success reaching an agreement on a suitable course of action, the Coast Guard and police department departed the scene. Due to the vessel's location, we determined that the persons aboard were in no immediate danger, and advised the vessel operator to contact us if his situation worsened. The operator was able to float his vessel free later that morning.

Very rarely do Coast Guard boat crews encounter abusive and uncooperative boaters. In this case, the folks from Coast Guard Station Carquinez did an excellent job in handling a difficult situation.

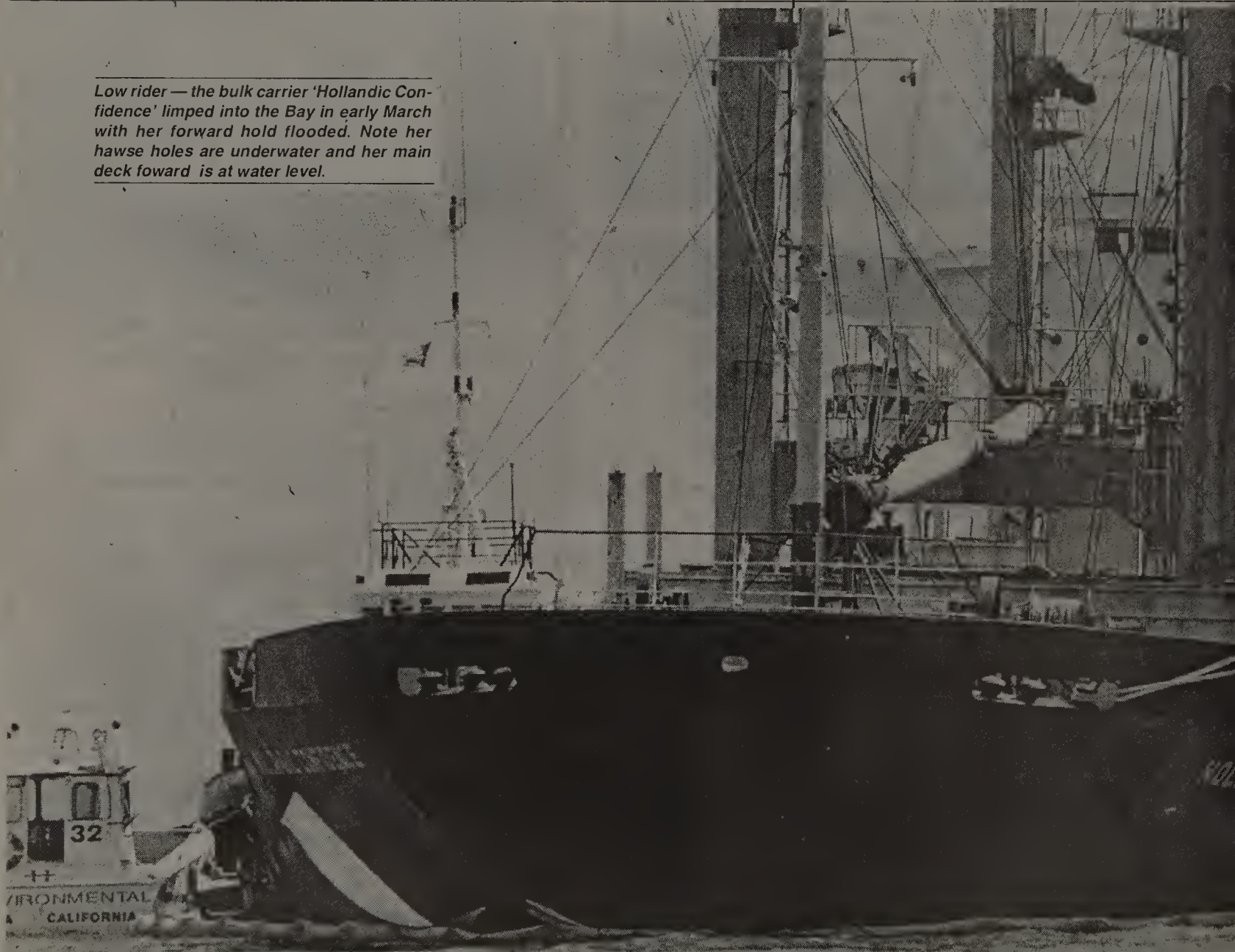
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thursday's child

gine — running through a Saildrive unit. Interestingly, since it took the place of a generator that was located under the cockpit, the installation only added 200 pounds to the back of the boat. "That's pretty negligible," says Dixon — "Hey, the rudder weighs 200 pounds."

Reppy tried to get *Thursday's Child* home to the Bay by late last year, but the weather window slammed shut on him. That allowed Dixon to start on many of the planned upgrades while the boat wintered in San Diego. *Child* is now fitted with a boom 5 feet longer (the new Quantum main should arrive any day now) and an articulating bowsprit whose asymmetrical kites will hopefully eliminate the need to wrestle the boat's gigantic spin-

Low rider — the bulk carrier 'Hollandic Confidence' limped into the Bay in early March with her forward hold flooded. Note her hawse holes are underwater and her main deck forward is at water level.



— cont'd

naker poles around.

Reppy, a 53-year-old physical therapist, will be making improvements and shaking down the boat in the months to come. Eventually, he hopes to complete some unfinished business with her — the San Francisco to Japan singlehanded sailing record. A year ago, he was 250 miles from Tokyo aboard his trimaran *Nai'a*, headed for a certain record, when the 36-ft boat pitchpoled and capsized. Michael was rescued in relatively short order, but *Nai'a* could not be recovered. The boat was not insured.

We'll keep you updated on the status of *Thursday's Child's* activities and modernization as the summer progresses.



coast watch — cont'd

Here's a quick recap of the Coast Guard's salvage policy: we will do everything possible to save people and property in distress on the water. Once a vessel runs hard-aground, we will continue to take all action necessary to ensure the safety of those aboard. However, we are neither trained, equipped nor mandated to salvage a grounded vessel, whether it's a 21-ft sailboat or an 800-ft container ship. That's up to other professionals to handle. Because of training, equipment and lack of legal mandate, if we attempt to salvage a grounded vessel and anything goes wrong, we stand to be legally liable for the owner's loss. Therefore, we generally refuse any request to conduct salvage operations unless such action is necessary for the safety of life.

March 4-5 — Coast Guard units from throughout Northern California assisted the 480-ft bulk carrier *Hollandic Confidence* to safe haven in San Francisco Bay following its near-sinking at sea. After departing Vancouver B.C. enroute to Asia, the vessel lost the hatch cover to its forward hold in a storm. The hold flooded, causing a critical reduction in the ship's freeboard and a highly unstable condition. The 110-ft Coast Guard cutter *Long Island* from Monterey, the 87-ft cutter *Barracuda* from Eureka, and the 378-ft cutter *Sherman* from Alameda sped to the ship's aid and stood by in case evacuation of the crew was necessary, then transferred Coast Guard marine inspection crews onto the *Hollandic Confidence* to ensure it was safe for the ship to enter the bay. Coast Guard C-130 Hercules aircraft from Air Station Sacramento and helicopters from Air Station Humboldt Bay were launched in the early hours of the incident to evaluate the situation and serve as search and rescue standby until the cutters arrived on scene. Two other merchant vessels, the *Overseas Boston* and *SeaLand Meteor*, also assisted by standing by the *Hollandic Confidence* until the Coast Guard cutters arrived. The *Hollandic Confidence* arrived in San Francisco Bay on the evening of March 5th, after which the flooded hold was dewatered. The ship then went to a San Francisco shipyard for repairs.

March 15 — USS *Port Royal*, a Navy cruiser, called us at 9:45 p.m. requesting medical evacuation of an ill crew member. A Coast Guard helicopter flew 100 miles offshore to medevac the sailor and a Navy corpsman. Both were taken to San Francisco airport and a waiting ambulance which transported them to Peninsula Hospital. The sailor turned out to be suffering from double pneumonia. His physicians reported that if he had remained aboard the *Port Royal* until it sailed into San Francisco, his illness could have been fatal.

March 16 — At 11:30 p.m., we were notified of a Search and Rescue Satellite (SARSAT) alert, fixing an emergency position indicating radio beacon's (EPIRB's) position roughly in Monterey Bay. After 13 hours searching for the source of the signal, a Coast Guard helicopter located a 121.5 MHZ Class A EPIRB floating in the tide line off Moss Landing. We continued an extensive helicopter and boat search with no other sign of distress being located. We assume the EPIRB was in the water for some reason other than a boating accident. The EPIRB had no identifying marks or serial number to aid us in locating the owner. Had the EPIRB been marked with either a vessel name and registration number or owner name, address and phone number, we may have been able to locate the owner to determine if there was indeed a problem — and to return the EPIRB to him.

Although this case turned out to be a 'real' activated EPIRB, the Coast Guard spends thousands of taxpayer dollars each year investigating 121.5 MHZ signals, with over 98% of all signals being false alerts. A major reason for this is that the SARSAT cannot distinguish between a 121.5 MHZ signal coming from an EPIRB and one coming from another source (such as an aircraft in flight). The poor position accuracy of the 121.5 MHZ signal also makes locating these older EPIRBs very time-consuming. We recommend anyone owning a 121.5 MHZ EPIRB consider upgrading to a 406 MHZ EPIRB due to the newer beacon's position accuracy, reliability and ability to transmit owner registration data — all of which will aid in a timely search and rescue response.

March 17 — At 4 p.m., Guard Group San Francisco received a call

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coast watch — cont'd

on channel 16 from a female voice stating "mayday, mayday, mayday." No other information was given and the caller did not respond to the Coast Guard's calls. Through evaluation of the signal as received on the various communications sites located throughout the Bay Area, we determined that the most likely location of the caller was San Pablo Bay or Carquinez Straits. A Coast Guard helicopter searched the area with no luck, and search was suspended pending further developments.

Since October, 1998, over 30 "mayday" calls of this type (no information on location or nature of distress) have been received by Bay Area Coast Guard units. Although we never found the originators of these calls, we assume they were either individuals deliberately making false distress calls, kids 'playing' on the radio or inexperienced people attempting to test their radio by getting the Coast Guard to respond to their call over channel 16. In addition to being a federal crime, these calls cost you, the taxpayers, thousands of dollars and divert search and rescue resources that could otherwise respond to legitimate distress incidents.

— captain larry hall, uscg

chips 'n dip

— an unusual navigation contest

At one time or another, most longtime skippers have probably said "I know how to do dead reckoning, that's not so hard. Heck, if the electronics went totally out, I'd be okay. Why, every time I've been in fog, I've found my way home."

On April 24th, the Oceanic Crew Group is staging a Chip Log Navigation Contest for its members to find out just how good they *really* are. Electronic navigation is not allowed. Lines of position (visual, depth sounder, or any other kind) are not allowed. Speed is to be determined from a chip log — basically a chunk of wood tied to a string — course from a compass, and time from a wristwatch or stopwatch. The course may require tacking upwind, or going around an island in the Bay. And all of this in a 3.5 knot ebb!

The objective is to sail three legs, each from a known point in the Bay to a specified end point, and to navigate via dead reckoning as accurately as possible while sailing to the end point. Motors may not be used for propulsion.

In its last regular meeting prior to the contest (see *Calendar*, this issue), the OCG will hold a review seminar on dead reckoning, the use of a chip log, and considerations relating to accuracy. A 'chip log on a string' will be offered to every boat in the contest.

On the day of the contest, all boats will have the same course, covering a total distance of 10 or 15 miles. Anytime after 10 a.m., each boat may start when it is ready, sail as fast or as slow as it chooses, and on any course it chooses.

You don't have to have new sails, be able to point, or fly a spinnaker. But you will want to know exactly how your boat sails.

While the navigator may be below decks keeping the DR up-to-date and sweating over when to make the next tack, the on-deck crew will be having a nice sail and watching the scenery (none of which will be too close to the end point). Of course, accurate sailing, careful use of the chip log, and good teamwork are essential to navigation accuracy. But the sailing itself will be easy.

During the contest, the GPS should be turned on and set to show the current latitude and longitude. But the readout is to be kept covered while sailing the legs. The GPS will only be used to determine the actual position of the boat when it is believed to be at the end point. When the navigator tells the Official Observer — one per boat — that the boat "is now at the end point," the Observer will quickly uncover the GPS readout, write down the current latitude and longitude, and recover the GPS.

The last leg will end near Clipper Cove, on Treasure Island, where a

continued on outside column of next sightings page

new look

As mentioned last month, our *Classy Classifieds* will have a new look in May: We're going to include photos for the first time.

The cost is \$15 extra per photo. So for a 40-word ad, which is \$30, you would pay a total of \$45 for the ad and an accompanying photo. If that's not a deal, we don't know what is.

For inclusion in the May issue, photos must be mailed or brought by our office at 15 Locust Avenue in Mill Valley. Photos can be color or black-and-white, but they must be photos. Copies or computer-printed photos are generally not suitable for reproduction. We reserve the right to refuse those or any poor-quality photos. After all, these are still the *Classy Classifieds*.

short boats

It's still a ways away, but the Great Ocean Race is going to be so 'big,' we thought we'd drop a few names early. The New York Yacht Club — apparently still in search of a grand event since the America's Cup was wrested from their trophy case in '83 — has come up with the idea for a Trans-Atlantic race for next millenium: across the pond with superyachts. With a minimum length requirement of 85 feet, even the legendary maxi-class yachts like *Matador* and *Windward Passage* will be too small to qualify. As the trailer for *Godzilla* so aptly observed, in this race, size *does* matter.

grand dame

Normally, a site must be 50 years of age or older to qualify for the National Register of Historic Places. Rare exceptions are granted when a compelling national importance is proven. Such has been the case for the *SS United States*, the fastest ocean liner ever built. Launched in 1952, the 'Big U' made a 3-day, 10-hour non-stop unassisted run across the Atlantic that has never been bettered. She ended service in 1969, a victim of high operating costs and cut-rate air travel. Two decades ago, the floating palace that carried such celebrities as Prince Edward and Wallis Simpson (the woman he gave up the throne to marry), President John Kennedy and Hollywood legends Gene Kelly and John Wayne was awaiting the scrap heap at a Turkish shipyard. She was saved by a New Jersey real estate developer named Edward Cantor. She was towed back to the States and has been

for the classies

Classy deadline remains the 18th of the month prior to publication, but we strongly urge you to get photo ads in as early in the month as you can.

Please note that at this time we cannot accept photos or classified ads electronically, and we still aren't set up to use credit cards. Be patient, we're working on it. When the system finally does get up and running, you'll be able to click a 'button' on our website, forward your ad and pay for it electronically all in one fell swoop.

Until then, why not brush the cobwebs off the old Brownie and start snapping photos. If you thought the *Classies* worked good before, wait until you 'turbo-charge' your ad with a photo!

got no reason

The Great Ocean Race will be patterned after The Atlantic Challenge Cup of 1997, which was inspired by the famous '05 race in which the 185-ft schooner *Atlantic* set a record of 12 days, 4 hours and 1 minute from Sandy Hook to the Lizard. Though her time has been bettered, *Atlantic's* record still stands for monohulls competing in a race. The Great Ocean Race will follow the same course, and like the Atlantic Challenge, there will be divisions for both modern and vintage superyachts. For more on the Great Ocean Race, see NYYC's website, www.nyyc.org.

gets a reprieve

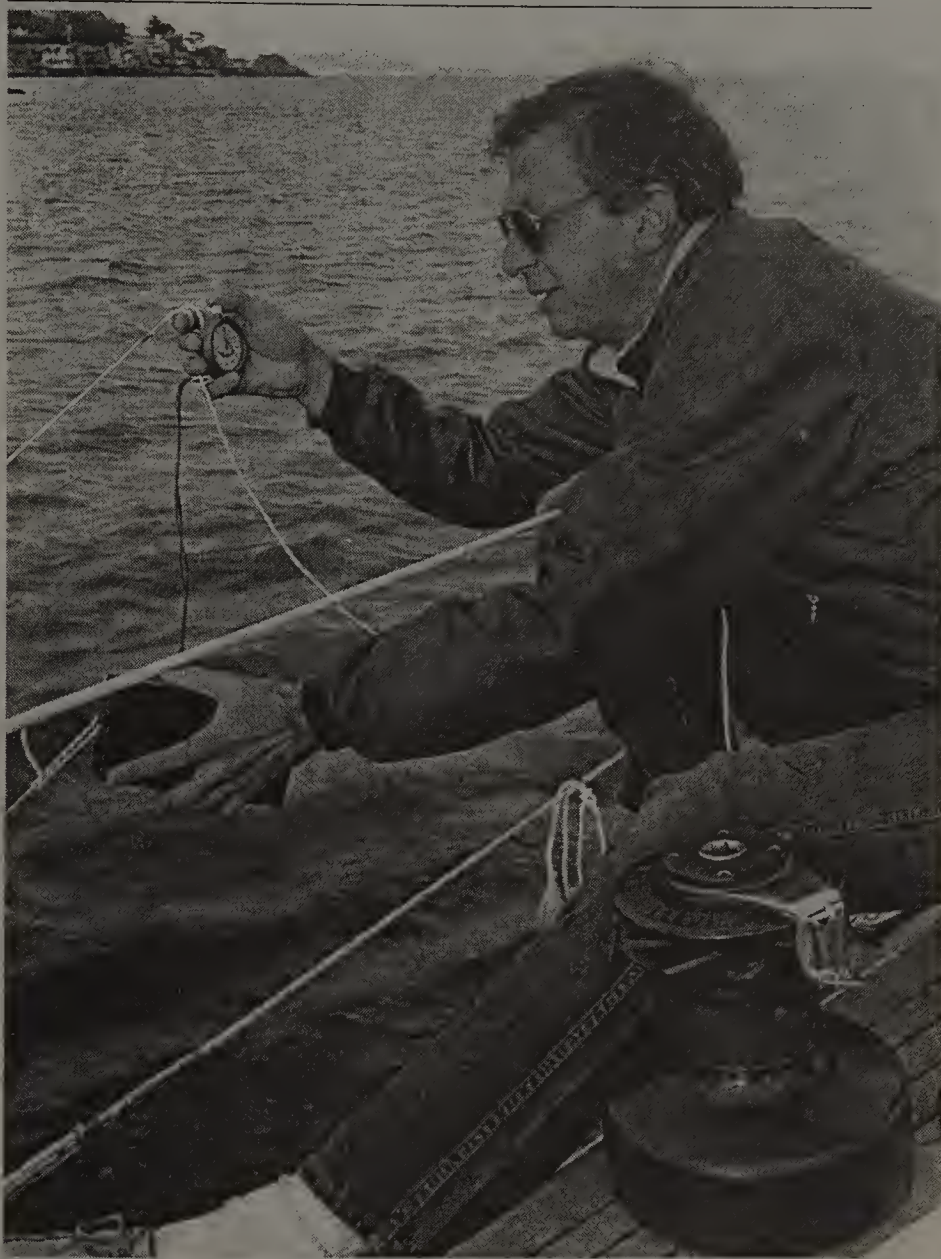
sitting in disrepair at a Philadelphia dock ever since.

A private group, the SS *United States* Foundation, hopes to acquire the ship from Cantor, restore her to her former glory and put her on display as a floating museum of a bygone era, à la the *Queen Mary*. The designation on the National Register of Historic Places will go far toward at least securing some sort of a future for the ship (her 50,000 tons of steel and aluminum are still worth about \$8 million in scrap), and hopefully allow Cantor to donate her to the *United States* Foundation in exchange for tax breaks.

For more on how things are going for the 'Big U', check out the SSUS Foundation website at www.ss-united-states.com/ or type "SS *United States*" into your favorite search engine, hit 'enter' and stand back.

chips 'n dip — cont'd

raft-up will build as the boats finish. The answer sheets will be turned in to the Chip Log Contest Committee, who will calculate the 'distance off' error at the end of each leg. The winner will be the boat with the



A chip log ready for deployment. The principal for this centuries-old type of navigation is simple: you time how long it takes for a string of predetermined length to go taut, do some simple math and you get boat speed. Author Dale Parshall (that's him above) has found that a string exactly 84.4 feet long is perfect for finding your speed in knots. You divide 50 by the number of seconds it takes the string to jerk tight and blingo — you get your speed. (Example: If it takes 10 seconds for the slack to go out, $50 \div 10 = 5$ knots.)

lowest cumulative error.

Over a beer or two at the raft-up, the navigators might be heard explaining DR navigation techniques, their personal experiences, and even a few good excuses.

Bragging rights go to the winners. They will have earned them.

— dale parshall

Editor's Note: Among many sailing accomplishments, Dale Parshall has cruised to New Zealand and back, and won the 1998 Singlehanded TransPac aboard his *Baltic 38 Giggles*. Dale says the idea for the Chip Log Navigation Contest came from doing a lot of dead reckoning on his native Lake Michigan prior to LORAN, and from knowing some good sailors who have boats built more for comfort than speed.

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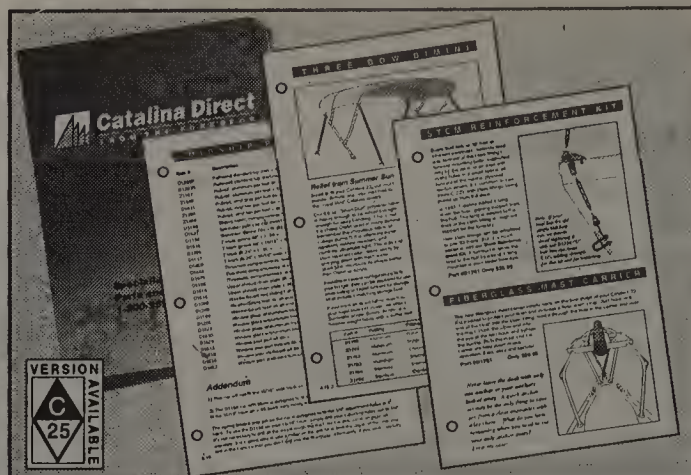
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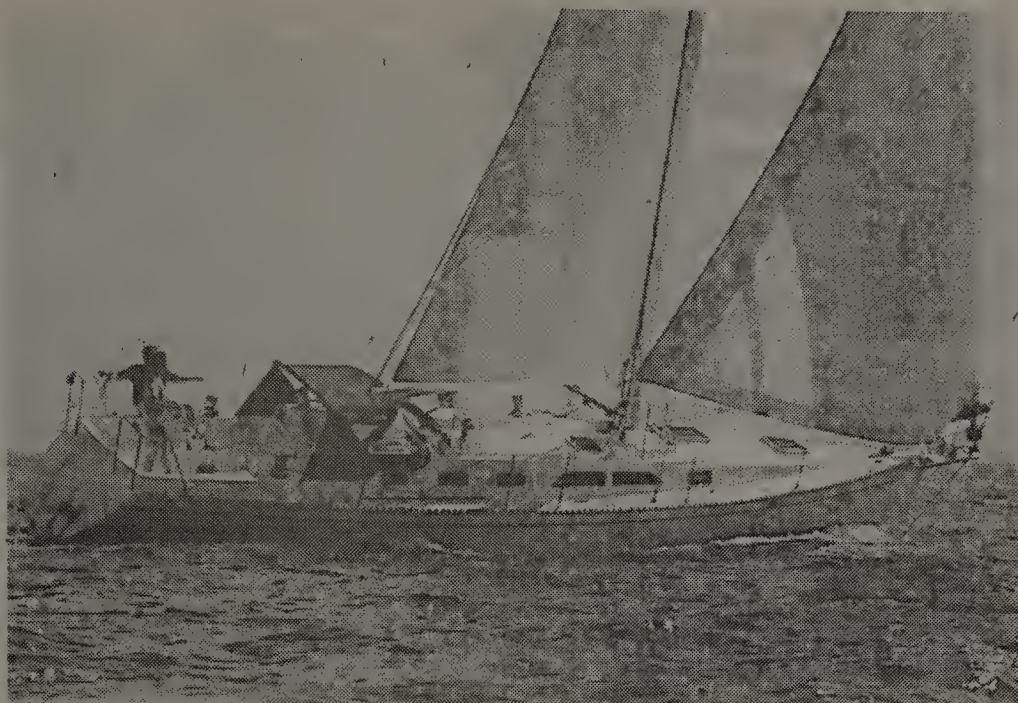
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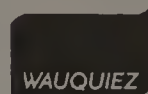
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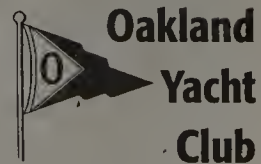
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the aqua terra project

In 1835, a young Richard Henry Dana reportedly loaded hides aboard a ship at Redwood City. When he revisited the area 24 years later, it apparently hadn't changed much. He wrote to his wife, "Redwood City, the shire town (county seat) of San Mateo County, a mere mud hole, on a slough, running up from the bay. Six sloops there. Trade in redwood lumber."

These days, Redwood City, that one-time backwater town on the mid peninsula, has come of age. It is now a bustling deepwater seaport and recreational boating center with six marinas and two yacht clubs. Seventeen miles of protected waterways surrounded by 3,000 acres of dedicated wildlife refuge make it a popular area for all types of water-oriented recreation. Mini Delta-like cruises and anchorages (without the drudgery of a 140-mile round trip to the real Delta) are part of the fun for sailors, fishermen, rowers, canoers and kayakers.

Shoreside development is booming with 1.5 million square feet of office space completed last year and an equal amount on the waterfront scheduled to start construction this spring. Redwood City is fast becoming 'Silicon Valley North,' with a trendy address for such prominent companies as Oracle, Electronic Arts, At Home/Excite and others.

However, this booming area had one serious defect. The waterways had been spoiled by the indiscriminate dumping of derelict vessels for so many years that it was dangerous to venture outside the maintained channels. More than 100 sunken vessels and debris littered the shoreline and constituted not only visual pollution, but serious hazards to navigation.

To clean up this mess and reclaim Redwood City's natural aquatic resources became the mission statement of the Aqua Terra Project. Born in October, 1994, the name Aqua Terra is Latin for "Meeting of water and land."

Originally conceived as a coalition of local, state and federal agencies plus citizen groups dedicated to cleaning up the waterways, the initial effort was spearheaded by the San Mateo County Sheriff's Office. By March 1996, with the help of BCDC, a contractor had removed 21 of the vessels as mitigation. These were reduced to rubble and disposed of in an approved landfill.

In January, 1996, the main responsibility for the project was transferred to Redwood City's 'Pride and Beautification' Committee, chaired by then Vice Mayor Diane Howard, who appointed a chairman and formed the Aqua Terra Citizen Advisory Sub-Committee. Among goals of the new organization: review and revise existing local ordinances and law enforcement procedures to prevent future proliferation of derelict vessels; support introduction of State legislation to establish funding for the continued removal project; and work actively to obtain support of additional government agencies and the general public.

At first, the political climate for the project was one of ambivalence. Although most civic leaders were supportive of the cleanup, fears of adding to the homeless population by displacing small illegal liveaboard communities was a major concern.

However, as the cleanup progressed and the floating population decreased through attrition and pressure from the surrounding community, these concerns diminished and much-needed support was forthcoming from the administrative level of government. Much of the ultimate success of the Aqua Terra Project is due to the very strong support from all levels of city, county and state government.

And what a success it has been — and continues to be. Here are just a few of the highlights of what Aqua Terra has accomplished since 1996:

- In April, 1996, the owner of a 200-ton barge, sunk for 20 years, was located, and the hulk was removed at no cost to the City.
- The Redwood City Police Department acquired a new police boat to help enforce the new ordinance and all state codes.
- Aqua Terra contributed to the drafting of Senate Bill 172, which created a fund administered by the Department of Boating and Water-

continued on outside column of next sightings page

party

Thowing annual Crew List Parties is one of the oldest *Latitude* traditions. Over the years, not only have these low-key, meet-and-greet events provided a forum for hundreds of would-be crewmembers to connect with skippers in 'need, but they've also initiated enduring friendships — and in a few cases, marriages.

The party we're hosting on April 8 at Tiburon's Corinthian YC, however, promises to be a zebra of quite different stripe. As we go to press, the details are still being finalized, but — in addition to the usual crew/captain matchmaking — we hope to have all of the following attractions at this multi-faceted affair: Coast



time!

Guard Captain Larry Hall — head honcho of the greater Bay Area — will be on hand to chat one-on-one; a Coast Guard helicopter team will perform a rescue simulation in front of the Club; flare and survival suit demonstrations — attendees can even test their mettle on *AmericaTrue's* portable 'coffee-grinder' winch system.

We'll supply a limited amount of free muchies, and, of course, the no-host bar will be open for biz.

It's gonna be a goodie, so don't miss it and be punctual. Hours are 6 to 9 p.m.; cost is \$5 at the door, or free if your name is on the Crew List that appears in this or the last issue.

aqua terra — cont'd

ways. It was signed by the Governor in September, 1997.

- A \$400,000 grant was awarded to Redwood City by the Integrated Waste Management Board for the removal of derelict vessels. The program, administered by the San Mateo County Department of Health Services, resulted in the removal of 51 vessels totalling 496 tons in September, 1998.

- In July, 1998, South Bay Boat Works, a privately owned company, on their own initiative and with the help of City and Port employees, removed 18 derelict vessels from an adjacent waterway.

In all, since March, 1996, a total of 91 vessels and assorted debris totalling over 800 tons has been removed from the City's 17 miles of waterways. The remaining 22 vessels are scheduled for removal by this summer. When completed, the Aqua Terra Project will have eliminated 113 vessels and debris totalling more than 1,000 tons.

The effects are nothing short of amazing, both above and below the

continued on outside column of next sightings page



Photo above and spread, before and after photos of Steinberger Creek. Insets top: 77-ft tugboat was removed from Westpoint Slough last August; debris pile from a volunteer cleanup by South Bay Boat Works.

aqua terra — cont'd

surface. In addition to reduced hazards, less congestion and more aesthetically pleasing waterways, the sloughs are once again safe for 'water contact' use. Since 1995, yearly tests have been run by the San Mateo County Division of Environmental Health at nine locations. They all show dramatic improvement in water quality. In one particularly polluted area, Steinberger Creek, analysis showed a coliform count of 7,900 parts per 100 ml, and a fecal count of 2,200 parts per 100 ml in August, 1997. As of this February, the count had improved to less than 70 in both categories. The state maximum for water contact sports is 200 or less parts per 100 ml.

The recent discovery of small colonies of Olympia oysters in various places around San Francisco Bay has also put Redwood City's waterways in the news. Earlier this year, some of the once-thought-extinct oysters were found in the waterways, giving further credence to the cleanup — and hope for a resurrection of the once-booming commercial oyster fishery in the greater Bay. But that's another story.

— robert hoffman
chairman, aqua terra citizen's advisory sub-committee

Editor's Note: About \$20,000 of Aqua Terra's budget so far comes from private donors. Anyone wishing to contribute may do so c/o the Redwood City Fire Department, 755 Marshall St., Redwood City, CA 94063. Donations are tax deductible.

gold rush race cancelled — for the moment

In our February issue, we previewed one of the most spectacular sailing events ever planned for the West Coast. The Mervyn's California Gold Rush Race, part of the 150th-anniversary celebration of California statehood, was to feature a July visit to San Francisco by a fleet of tallships. These ships range from 'small' schooners like the 145-ft State tallship Californian to huge Class A square riggers like the 295-ft Coast Guard bark Eagle and the 356-ft Russian full-rigger Pallada. After several days of festivities and open house ships, the ships were to assemble off the Golden Gate and race south to Los Angeles and San Diego.

Alas, last month the grand plan came crashing to a halt. We are still reeling from the information, and can only imagine the anguish that members of the organizing American Sail Training Association (ASTA) and Dana Point-based Nautical Heritage Society are going through. Those hard-working souls have been toiling thanklessly on this project for more than three years. What gives the whole fiasco an even worse taste is that the State of California — not ASTA, the Nautical Heritage Society or primary sponsor Mervyn's — cancelled the event, allegedly because the State's Sesquicentennial Commission had been unable to raise the estimated \$2 million in private funds necessary to pull it off. (Mervyn's had long ago committed their \$2 million share to the state.)

In response to the news, American Sail Training Association (ASTA) Chairman David Wood sent the following letter to Governor Gray Davis.

Dear Governor Davis,

It was with a mixture of shock and disbelief that I received notice last Friday, from Secretary of State Bill Jones, of the State's sudden decision to cancel the Gold Rush Race, centerpiece of California's Sesquicentennial celebration, only four months before it was set to begin.

The American Sail Training Association, in cooperation with California's own Nautical Heritage Society, has been involved since 1997 in planning this glorious celebration, which was to be a fitting commemoration of the event recognized around the world as the opening chapter in the spectacular history of the nation's wealthiest and most populous state.

Nearly two years ago, Governor Wilson signed letters to ambassa-

continued on outside column of next sightings page

fire claims two yachts

Two people escaped serious injury in early March when two boats burned on Smith Slough in Redwood City.

According to an article in the *San Jose Mercury News*, the fire broke out at mid-morning on Tuesday, March 9, aboard the 45-ft powerboat *Pampero*, which was moored in the Slough. The sailboat *Rhapsody*, rafted alongside, also caught fire.

The blaze apparently started in the stern area of *Pampero* where a new generator had been installed. The unnamed people — a mother and her 10-year-old daughter — were eating breakfast about 9:30 when the youngster first noticed the fire. Her father had left earlier for work.

The mother tried unsuccessfully to put the fire out with an extinguisher. She and the young girl then moved to the bow, apparently unsure of what to do next. Stan Kamiya, a San Mateo County Mosquito Abatement worker, saw what was happening and waded out to help them. He finally convinced the pair to jump in the frigid water, then helped them ashore.

Ironically, the first to sound the alarm for the fire was Redwood City Fire Chief Louis Vella, who saw the rising column of smoke from his office window! Complications arose when equipment rolled to the scene, as the two boats were too far out in the water to fight the fire from land. Firefighters attempted to run hoses out to the fire by dinghy, but encountered problems with that, too. By the time the Coast Guard and Redwood City Police boats arrived on scene, both vessels were completely engulfed.

Pampero eventually sank. The burned-out hulk of *Rhapsody* stayed afloat. Both boats were total losses.

shades of gray

At least three gray whales entered the Bay last month, thrilling and surprising boaters from the Cityfront to San Pablo Bay. Unfortunately, at least one of them died, washing up near the Tosco refinery in San Pablo Bay (as if they didn't have enough problems).

It's not unusual for whales to enter the Bay from time to time, especially the grays, which each year migrate 6,500 miles from Alaska to Baja and back. Some scientists believe San Francisco Bay may have once been a regular stopover on this trek before man and his ways scared them off.

Although the whales have made a healthy comeback from near extinction — their population numbers about 23,000 — it's still not easy being gray. Almost 50 gray whales died in Baja waters this year for as-yet unknown reasons.



Below, 'Pampero' and 'Rhapsody' fully engulfed as Fire Department inflatable maneuvers into position. Above, the hulk of 'Rhapsody.' Photos by Brian O'Neill.



gold rush — cont'd

dors and naval chiefs from more than 30 nations, inviting their tallships to come to California for the planned celebration. These invitations received the high-level attention they deserved, and as a result, square-riggers from around the Pacific Rim — including Japan, Russia, Ecuador and Indonesia, not to mention the US Coast Guard training bark *Eagle* — are even now preparing to sail for California to help the state celebrate its Sesquicentennial.

It would be impossible to overstate the negative consequences of cancelling this event at such a late hour. The scheduling of these ships, most of which are state-owned and are rightly seen by their governments as travelling representatives of the best their culture and people have to offer, is done years in advance, and competition for their visits is intense. Many of them regularly sail to Europe where, every year, cities large and small vie fiercely with each other for the chance to host tallship events. California's decision to suddenly 'un-invite' these ships, at a point when clear commitments have already been made and other opportunities foregone in order to participate in the Gold Rush Race, can only be characterized as a diplomatic disaster, and will do incalculable harm to the state's honor and reputation for years to come.

In announcing the decision, Secretary Jones said that the State's Sesquicentennial Commission had been unable to raise the estimated \$2 million in private funds necessary to run the event. I am bound to say that this is unbelievably shortsighted in view of the proven economic potential of such events, which have regularly brought millions of visitors and tens of millions of dollars to such U.S. cities as New York, Boston and Baltimore. Just last summer, Chicago's Navy Pier, which hosted an ASTA-organized event of considerably smaller scale on a July weekend, enjoyed the greatest number of visitors ever recorded for a single day.

I urge you, in the strongest possible terms, to take whatever steps you can to reverse this regrettable decision. The Gold Rush Race can, and must, go on. We have often been reminded that if California were a country, it would have the sixth largest national economy in the world. Surely, in such a proud and wealthy state — a state that has been seen by millions around the world as the land of hope and opportunity — the resources can be found to stage an event worthy of its history, and thereby avert an embarrassing debacle of colossal proportions.

Sincerely,
David V. Wood

There is still hope that the Mervyn's California Gold Rush event can happen, with or without the State of California being involved. For those of you who have arranged hotel rooms, crew spots or just time off to see this once-in-a-lifetime event, hang in there. The same hardworking people are burning the midnight oil to find a way around this hurdle, and many are confident the show will go on as planned. We will update you on the status of the event in the next issue.

short sightings

NEWPORT, RHODE ISLAND — It would be a bit like a biblical scholar finding the Holy Grail at a garage sale in his own neighborhood. At least that's the impression we got after reading that Captain James Cook's *HMS Endeavour* may lie within a stone's throw (well, almost) of the University of Rhode Island research team that is looking for it. Most famous ships of history lie in remote locations — *Titanic* is two miles down in the Atlantic; the remains of *Santa Maria* were found off a remote Caribbean reef; *Monitor* lies in the deep, dark waters off Cape Hatteras. But *Endeavour* may be lying in only 20 feet of water — in the harbor at Newport, Rhode Island! The basis of this theory comes from URI marine archeologist D.K. Abbass, who has pieced together a convincing set of clues.

It's long been known that after Cook's historic round-the-world voy-

continued on outside column of next sightings page

national study

Late last year, the National Sailing Industry Association (NSIA) completed a study that examines the attitudes and behaviors of sailboat owners in the United States. Respondents were grouped into three main types of sailors: Cruisers, Racers, and Daysailors; and further divided into three frequency groups: Light Users (sailed 30 or fewer days a year), Moderate Users (31 to 60 days a year), and Heavy Users (61 or more days a year). Here are a few demographics from what NSIA calls "The first major, professional research effort done on consumers in over a decade."

Getting Involved in Sailing — The most influential factor in sparking an interest in sailing is being on a friend's or family member's boat. Nearly half (46%) of the respondents define this as a key factor in developing an interest in sailing. One in three respondents (34%) said that being on a friend's or family member's boat also played a critical role in their learning how to sail. Nearly three-fourths of respondents also cited being self-taught as one of the most common ways they learned to sail.

Starting Young — Respondents typically began sailing in their teenage years or younger. Nearly 45% of respondents took up sailing under the age of 14. Respondents had a median of 28 years of sailing experience, indicating a lifelong involvement in the sport. Racers and Heavy Users were generally the earliest starters (median ages of 12 and 16, respectively).

Boat Ownership Patterns — The average sailor owns three boats in his or her lifetime. Racers ranked highest in this category: 30% of those responding have owned 5-9 boats and 19% have owned 10 or more boats. Among respondents, the most popular lengths were 20 to 29 feet (31%) and 30 to 35 feet (31%). The majority of boats in the study were models dating to 1990 or newer, and over half (57%) were bought used. The high percentage of used boats among current sailboat owners was similar to the finding in a broader industry study on owners of all types of boats.

In terms of future buying intentions, three out of five sailors (60%) intended to purchase a sailboat in the future. (Racers had the highest purchase intent, at 72%, and cruisers had the lowest, at 46%.) Of those respondents planning to buy a sailboat in the near future, 68% said they would buy a used one.

Ownership Options — Among the three options of co-ownership/partnering, leasing, and time sharing, owners were most

of boat owner behavior

aware of co-ownership/partnering (79%), and they were most positive toward co-ownerships (27% would consider co-owning a boat).

How Sailing Fits Lifestyle — Despite the importance respondents place on sailing, a total of 76% said they did not use their sailboats as often as they'd like to. (One-third of the racers, however, said they used their boats as often as they wanted to.) When asked why they don't sail more often, work and family obligations ranked as the highest reason for all types of sailors. A certain percentage did find ways to extend their season and get more time on the water: 29% moved their boats elsewhere during off-season months, and 26% went chartering.

"The question of whether we are losing sailors to other recreations, such as golf or tennis has been a frequent topic of debate in the industry," said an NSIA representative. "But this research does not confirm that. Sailors are not using their boats as often as they'd like to, and what competes with their time is work and family obligations." Ironically, he pointed out, "family is one of the strongest reasons why people became involved with sailing in the first place."

It was clear from the study that sailing is an extremely important part of sailors' lives. Over one-third (37%) felt that their "lives would not be complete without sailing." (Racers and Heavy Users were most emphatic about this, with their rankings 46% and 48%, respectively.)

NSIA is a Chicago-based organization that represents sail-related members of the National Marine Manufacturers Association (NMMA), the principal trade association for the recreational marine industry. The information in the study was based on 1,580 questionnaires returned of 7,092 mailed out. As with most studies that we hear about after the fact, we have no idea who these were mailed out to, how participants were selected or whether this 'national' study actually included any boaters west of the Rockies. (Did any of you readers get a survey form?) So exactly how representative the study is of all boat owners in America may be open to question. At any rate, results of the study will be used to form recommendations for action to the industry.

NSIA also coordinates Discover Sailing, a national program that introduces thousands of non-sailors each year to the appeal of sailing. Discover Sailing information is available through the toll-free 1-800-535-SAIL number, or through the website at www.discoversailing.com.

shorts — cont'd

age in 1768-71 (during which he mapped the east coast of Australia, discovered that New Zealand consisted of two islands, not one, and became the first European to set foot on Hawaii), the ship was sold, refitted as a merchantman and renamed. What hasn't been known until lately was the new name of the ship. But when Australian researchers discovered that *Endeavour* became *Lord Sandwich*, the pieces started to fall in place. Abbass knew that British troops deliberately sank a *Lord Sandwich*, along with several others, in Newport in 1778 so they could not be captured by approaching French troops. Abbass made a subsequent trip to England to compare dimensions and other archival information from the two ships. She discovered that the *Lord Sandwich* and *HMS Endeavour* were identical in every aspect of size and carrying capacity. Work is now underway to analyze the wood and any artifacts from the badly decomposed wreck to confirm its identity.

ATLANTIC CITY — The International Optimist Dinghy and J/35 were inducted into the American Sailboat Hall of Fame at SAIL EXPO in Atlantic City in early February. Founded in 1994 by Sail America, the boats in the Hall of Fame are all production American designs "that have earned lasting recognition by fostering new enjoyment and growth in the sport of sailing through excellent design and production ingenuity." The Optimist and J/35 bring the total Hall of Fame to 16 boats. The others are the Bermuda 40, Cal 40, Catalina 22, Flying Scot, Hobie 16, J/24, Laser, Morgan Out Island 41, Santa Cruz 27, Tartan Ten, Triton, Sunfish, Valiant 40 and Windsurfer.

THAILAND — On a recent trip to Thailand, reader Danna Shock discovered that 20th Century Fox is filming a movie called *The Beach* at Phi Phi Leh Island, a treasured national park of that country. And many Thais are not too happy with the way they're going about it. The film company has reportedly bulldozed large portions of the previously unspoiled Maya Beach and plans to replace the native vegetation with 100 non-native coconut palms to create the proper 'paradise' for the movie. The beach has already started eroding due to the work, and local activists are worried about how much will remain after the monsoons come in.

The activists claim that Thailand's Royal Forestry Department was "bought off" by 20th Century Fox, who paid about \$4 million for the rights to film there. A lawsuit was filed, but an injunction to stop further filming was denied.

What's happening on Maya Beach has been likened to a film company coming in and bulldozing away Yellowstone's Old Faithful to create a 'more realistic' geyser. Thai groups have now turned to the American public to take action and boycott the film. To take action, you can write a letter to producer Andrew McDonald at 20th Century Fox and tell him you will boycott the film unless the film company stops destroying Maya Bay.

As for the boycott itself, it sounds like a good idea until you know that the star of *The Beach* is Leonardo di Caprio, who happens to be the current heartthrob of every teenage girl in America. You might as well try to boycott a Spice Girls reunion album.

The website for Maya Bay is www.wildrockies.org/wve/.

WASHINGTON, DC — In mid-March the United States Air Force announced that it will continue using B-52 bombers, which had been built in 1961, until the middle of the next century! Which means they will have been flying regularly for almost 80 years. No planned obsolescence there.

What's this got to do with sailing? It reminds us that when fiberglass boats began being built in the late '50s and early '60s, agencies such as the Coast Guard estimated their useful lifespans at 10 to 20 years. While those original designs may have been dated, if the boat were built properly, they'd be useful longer than the B-52s. Indeed, we expect that any well-built fiberglass sailboat of the early '60s — the Bounty IIs, the Cals, the early Pearsons — will be perfectly useful in 2099.



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KKMI Expands Its Menu

"Today's special – Rigatoni"

To satisfy their customers' healthy appetites for more services, KKMI has added Bay Riggers to their bill of fare. Formerly of Sausalito, Bay Riggers is Northern California's largest and oldest independent sailboat rigging supplier. Not only has Bay Riggers moved to Pt. Richmond but the new store and rigging department they've put together there is unlike anything you've ever seen before. In what looks more like an old style neighborhood delicatessen where the customer can see everything that goes on, one thing is for sure, this certainly is no chain store!

Cofounder of KKMI Paul Kaplan commented, "When I first started sailing I found that one of the best sources for information came from where I'd buy my supplies. Then they were called chandleries and the people that ran them were most often small business owners who really knew their stuff. Today there aren't many places where a boat owner can go and talk to

someone who's actually used the materials they're selling. At KKMI our customers can not only buy their materials at discount prices but they can talk to the professionals who've actually used the products. Even

better, they can see how it's done in our yard. That's exactly why we put Bay Riggers inside our new store, there's simply no substitute for seeing first hand how something is done."

Patrick Adams, Manager of KKMI's Rigging Department offered this sage advice, "One of the most important elements of any sailboat is its rigging, yet it is surprising how little attention people pay it. Most boat owners understand the importance of hauling their boat out of the water on a regular basis, yet they seldom have someone inspect the rigging. A



"Mama's rigatoni never looked like this!"

simple trip up the mast can save not only thousands of dollars, but much heartache or worse. Our full service yard and rigging department allows our customers the opportunity to save both time and money."

RONICLE

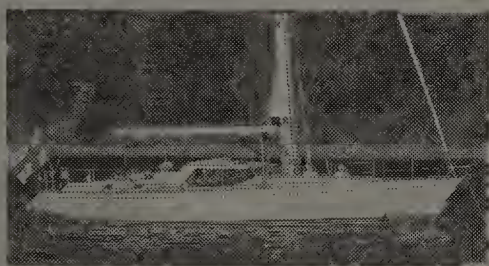
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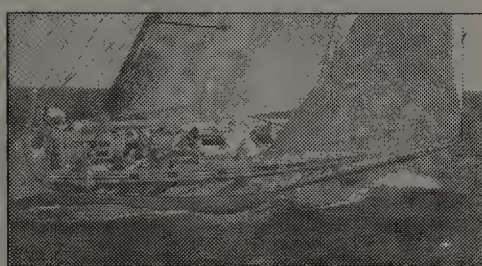
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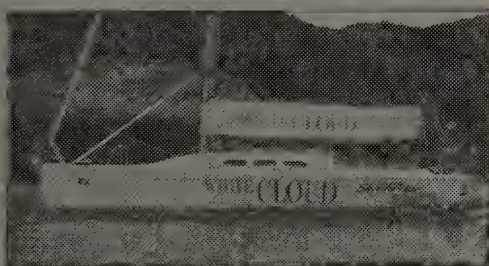
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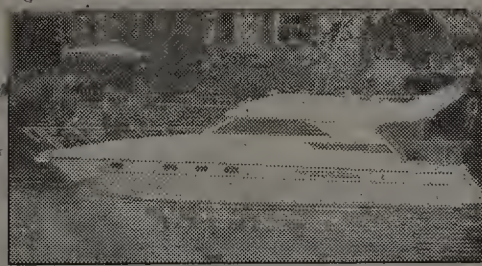
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Farr 39 Perfect blend of high performance with creature comforts. Complete package for the serious sailor.



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Fantastic inventory and light use make this an exceptional value at \$1,149,000.

HERB CRANE



Friday's Fairing

SCHOONER OR LATER: Two of the most important schooners on the West Coast will be sliding back into the Bay after spending some time at the "spa". Hey... the "spa" is what the San Francisco Chronicle decided to call KKMI, not me! After a nine-month 'gestation period' the restoration of *Santana* is nearly complete. The boat went into the yard as a yawl but is being reborn as the schooner she was originally intended to be. The other famous schooner that is due for launching is *Yankee*. This yacht was built in 1906 along the City shoreline where the St. Francis Yacht Club is presently located. Opting to forgo the full treatment at the "spa", her restoration is being approached on a progressive basis. Phase one involved a complete "nose job" with the removal and replacement of the decayed planking in her bow. The ultimate goal is to have *Yankee* fully restored to 'like new' condition by the time of her 100th birthday. You and I should be so lucky!

★ ★ ★

SLOOPS DE JOUR: Over the next month the yard will have also launched a very impressive group of yachts. Let's start with the Swan 651s... *Impossible Dream*, which was out for a marine survey, as she was just sold by KKMI, and *White Knight* that was in for a complete 'make over'... including one of the finest dark blue paint jobs I've ever seen. The Whitbread 60 *America's Challenge* received new paint... both top and bottom. *Explorer*, the 82' record setting catamaran, has been in the yard since last fall for extensive work... mostly below the waterline. If everything goes according to plan... she'll be ready for the public to view her at the boat show. Also launching in time for the show will be Paul Cayard's America's Cup training yacht *AmericaOne*. Don't get the impression that all they work on are big boats... *au contraire*. The fact is... they place just as much importance on every customer... regardless of the size of boat... and that's what makes the place so special.

★ ★ ★

KETCH YOUR BREATH: The stock market continues to move forward. The economy is strong and for many people things have never been better. With all of this success it also seems as if many people are working harder than ever. Many of these people have boats but don't seem to have the time to use them. To this I say... slow down. My advice... go for a sail. Spring is here and the days are getting longer. Go out and use your boat. Enjoy life and take a friend who has never been on the Bay before for a sail. The paperwork can wait until tomorrow.

NOTHING HALF SO MUCH FUN

So you've just come from the boat show and you have a new boat. Congratulations! Or you're just going to the boat show and plan to take advantage of the great 'show only' discounts. Good for you. Maybe you've just closed a great deal on the used boat of your dreams. Maybe you've just bought your first boat ever. To all these happy sailors we dedicate the following article. The rest of you jaded boat hacks are welcome to tag along as we brainstorm as many ways to use a sailboat as we can — but only if you keep an open mind. Be forewarned: that might mean cruisers do a little racing and racers actually sail for (gag, choke) pleasure. "What blasphemy!" you say. "What fun!" we retort.

The Grand Tour

Might as well start at the beginning. Well, maybe not *quite* the beginning: we're going to assume you know at least the basics of sailing. If not, the first thing you should do with your boat is enroll in sailing classes at one of the excellent sailing schools who advertise in these pages. Basic instruction will likely be aboard the school's own boats, but some schools also offer individualized instruction aboard owners' boats.

The beginning we're going to begin with is the right way to sail around the Bay: counterclockwise. Remember that word.

With its stiff summer breezes and strong currents, sailing San Francisco Bay can be challenging for beginners and frustra. . . uh, we mean *exhilarating*. . . for veterans. But the only reason you'll see a fleet of racing boats pounding upwind through a heavy ebb chop on weekends is because they have to.

You, on the other hand, are the grand tourist. You can use the wind machine to your best advantage. Here's a look at how to accomplish the 'perfect daysail.'

ning to pick up. Your first tack will be over to Angel Island. Sail along the warm, Mediterranean-like backside, then tack up Raccoon Strait. Depending on current, you might have to motorsail this stretch. If you do, explain to your guests that the Strait was named for a ship, not an animal, and the reason the *Raccoon* was lost there is because it *didn't* have an engine.

Once around Belvedere Point, you can reach off toward Richardson Bay and the Sausalito waterfront. After enjoying the sights and sounds there for a while — stay in the main channel, as Richardson Bay is too shallow and debris-strewn for anything but dinghies — head back out toward the Golden Gate.

As you leave Sausalito, don those jackets and zip them up. Within a short span of time and distance, the conditions will change from balmy to a howling westerly that feels like the Arctic express. Welcome to Hurricane Gulch. It's not marked on the charts, but you'll know it when you get there. At this point, it's going to start getting a bit wet, so dress accordingly.

Soon after you pass the racing buoy anchored off Yellow Bluff, you'll get the full dramatic impact of one of the world's greatest sailing venues: the Golden Gate Bridge, perhaps with its towers still in the fog, the glittering City by the Bay — and likely the full brunt of a typical summer wind. Looking both ways like everyone should when crossing a busy thoroughfare, go ahead and cross over to the San Francisco side. If the conditions are right, you may want to sail briefly under the Bridge — a real Kodak moment for visitors.

(If you don't know if conditions are

If you've never 'solo'ed before, give it a try. Many sailors say it opens up a whole new world of possibilities.



You'll begin east of Alcatraz at about 11 a.m. That's when the fog usually begins to burn off and the breeze is begin-

right, see the sidebar "Sailing the Bay 101" elsewhere in this article. And remember, if in doubt, don't go out.)



Now comes the best part. If everything has gone as planned, you've done all the upwind sailing you're going to do for the day. (For you newbies, that's a good thing.) Turn your boat downwind and, with the breeze behind you approaching maximum strength, enjoy a dry, leisurely sail past one of the most historic, vibrant and picturesque cities anywhere. Mention you read somewhere that San Francisco sees more tourists in a year than any other city in the United States, if not the world. Even those guests who felt queasy in the first part of the adventure will likely be emerging from their bunks (or the head) for this part. Nobody pukes downwind.

If you're up for an interesting diversion, jibe out for a close-up look at Alcatraz. Lots of bad guys once gazed out those broken windows, including Al Capone and the famous 'Birdman,' Richard Stroud. But since the prison closed in 1963, only tourists, triatheletes and movie makers go there. No landing allowed for private boats.

On your jibe back toward the City, you'll likely to go by Pier 39. Once a com-

AS MESSING AROUND IN BOATS



If you do only one race in your entire life, make it the Vallejo Race on May 1-2. It's a happening of epic proportions.

mercial shipping pier, Pier 39 is now the third most trafficked tourist attraction in the country (behind only Disneyland and Disney World, we're told).

Following the curve of the shoreline, you'll eventually be treated to the second-best view around. The Bay Bridge and Treasure Island/Yerba Buena will be to your left. To the right, the high-rises and the Ferry Building with its famous clock. If you want to really impress your guests, tell them that when new piers started building on either side of the Embarcadero, they were numbered 1 on one side, and 2 on the other. Then 3 and 4 and so on. This is why all the piers to the north of the Embarcadero are odd-numbered and all those south are even.

The secret to the perfect daysail is to get as far to weather as you're going to go before it really starts honking at about 2 p.m. Remember to reef early and make sure your guests are dressed warmly — and safely. Lifejackets are highly recom-

mended.

Variations on the Theme

Are you up for some consistent, balmy light-air sailing on the main Bay? Do your running lights work?

That's right, we're suggesting night sailing. Few sailors do enough of it. Up through the mid-'80s, there was an excellent venue for night sailing in the form of a night race. Just like daytime racing, you had to round certain marks in a certain order. The twist was that most marks in this race were unlighted and they are *very* hard to find by dead reckoning. (GPS wasn't around then.) This race was not only 'barrels of fun,' it was hilarious. Despite the presence of some good sailors aboard, we consistently DNF'ed year after year because we kept getting lost and rounding the wrong marks. And we weren't alone.

The wind dies near sundown, so night air often means light air. It can even be warm (well, at least for the Bay) in sheltered areas like the backside of Angel Island. Another plus: the chances are you'll

be the only sailboat out there — imagine having the Bay to yourself!

Well, not quite all to yourself. Ships still arrive and depart through the night hours, so keeping a good lookout is especially important after dark. Make your first night sail during a full moon and *always* have a 'cheat sheet' close at hand to decipher unfamiliar running light arrangements (such as those on tugs with tows, dredges, submarines, etc.) — and make sure all your running lights and VHF are in working order.

For extra insurance, simply stay clear of the shipping lanes (see illustration) and you won't need to worry quite as much.

Beyond that, hot chocolate, a blanket for your knees, a current chart — and a GPS ought to have you in pretty good shape. For an extra challenge, pick a couple of unlit buoys on the chart and try dead reckoning to them. It's harder than it sounds.

Spectator Sports

If you're not a 'joiner' or competitor, you can still enjoy watching those who are. Regattas occur literally every weekend during the summer. All you need to get a 'pit pass' is to find one and plant yourself a safe distance and direction from one of the marks. For you newbies, 'marks' are the fixed or inflatable buoys that race boats have to round to complete the course. A 'safe distance and direction' means about 10 boatlengths from a mark and preferably not directly upwind (because you'll foul the racers' wind).

Marks are good spectating spots because this is where racers change from upwind to downwind (or vice versa) and a lot of the action occurs. If you don't know where these marks are, during big regattas, just follow the photo or crash boats. Or get a copy of the *Latitude 38 1999 Northern California Sailing Calendar*, which lists all the various racing marks around the Bay. By the way, if you get too close to a race, racers will let you know by the traditional method — rude hand signals and lots of cussing.

Two of the more noteworthy regattas for spectators are the Master Mariners Regatta and the Big Boat Series. Another big non-regatta happening is Fleet Week.

The **Master Mariners** occurs on the Saturday of Memorial Day weekend (May 29 this year). It pits 60 to 80 pre-war classic wooden yachts against one another in one of the most colorful sailing spectacles of the year. Brass, spray and varnish glitter as boats ranging in size from 20 to more than 100 feet vie for the coveted 'strutting cock' champion banners given out to the top boats in each class. This

NOTHING HALF SO MUCH FUN

race harkens back to the old days when working ships staged a sailing regatta to benefit retired sailors and the families of those lost at sea. These days, it's pure fun and an excellent opportunity to point out the differences between ketches, yawls, schooners and the like to friends. Bring plenty of film.

The **Big Boat Series** is just what it sounds like, the premier regatta of the year for grand prix yachts. In recent years, the 'big' boats in this annual event have been ILC maxis and ULDB sleds ranging to 70 feet or larger. The regatta also includes several smaller classes, for a total of 60-80 boats competing every year.

A bunch of top American and international sailors compete at the BBS. Past participants include Dennis Conner, Paul Cayard, Peter and JJ Isler, Chris Dickson, Gary Jobson, Russell Coutts and many, many others. Unfortunately, the only way to rub shoulders with them is at the St. Francis YC in between races, and if you're not signed up as crew for the event — or a beautiful woman — forget trying to get in there. But with a trusty September *Latitude* in hand — in which we usually preview the race — you'll at least be able to tell who's doing what to whom as you watch from the water.

This year's Big Boat Series runs September 15-19. It's relatively easy to find the best spectating spots — just follow the press and spectator boats. But don't plan on sailing while you watch. You'll need your motor to maneuver through the spectator fleet. Take particular care not to get between boats and marks. These big boats travel at deceptively fast speeds in a breeze and can be on you in seconds. Trust us on this one.

Fleet Week harkens back to the days of Teddy Roosevelt's Great White Fleet, which visited San Francisco only two years after the Big One of '06. The visit was considered by many to mark the 're-birth' of the City. The next Fleet Week didn't occur for 11 years after that, but ever since, it's been an annual happening with all sorts of land and sea events planned.

The 80th edition of Fleet Week occurs October 8-10. The big day for sailors is Saturday, the 9th, when the Coast Guard cordons off a fairway off the City and a parade of Naval vessels steams into the Bay. This is followed by an airshow by the famous Blue Angels precision flying team that will leave you happy for that crook in your neck at the end of the day. Other on-the-water events in recent years have included simulated Coast Guard rescues, aircraft carrier take-offs and landings in the Bay and demonstrations by



Search and Rescue helicopters.

Spectating at Fleet Week is as easy as motoring out there with the several thousand other boats and trying not to hit anybody. (Some boats sail, but we wouldn't recommend it in close quarters.) Some boats actually anchor near Alcatraz or along the Cityfront, but most just back and fill while they watch the show. Some of the best entertainment is watching the Coasties shoo off boats that get into the fairway, so mind your helm or it'll be you.

Fun Races

Yes, we know there are those among you to whom the concept of 'fun' racing is as unimaginable as an honest President. But for those cruisy types with, ahem, *open* minds, events like the Vallejo Race and Ditch Run are liable to get juices flowing that you didn't even know you had. And evening beer can races are the best way we know for unwinding from a long day at the office. Well, okay, the second best way.

If you only participate in one race in your life, make it the **Vallejo Race**, scheduled this year for May 1-2. This event is

A loaf of bread, a jug of wine and... thy boat. If there's any more romantic place to spend time with your sweetie, we sure don't know about it.

like a waterborne Bay to Breakers in two significant ways — it's huge, attracting upwards of 300 boats; and the proportion of people actually trying to win it is relatively small. So if you don't care if you win, you'll have plenty of company. Once the downwind half of the 20-mile event is completed in mid-afternoon, all boats raft up in the Vallejo Marina and Yacht Club for an evening of food, drink, music and general craziness. Sailors who survive the revelry Saturday night saddle up and sail back home on Sunday in the second, upwind half of the race.

The Vallejo Race is warm, friendly and steeped in tradition. And if you don't want to do the harder, colder second half on Sunday — don't. Enjoy Vallejo or any of the other 'gateway' marinas to the Delta for a few days; or go on into the Delta itself and beat the summer crowds.

Like the Vallejo Race, the **Jazz Cup** (September 4) and **Ditch Run** (June 12) goes downwind and get warmer with every mile. The 25-mile Jazz Cup ends in

AS MESSING AROUND IN BOATS



friendly, funky Benicia, while the 65-mile Ditch Run goes all the way to Stockton Sailing Club, so bring lots of cold drinks for that one. One highlight of the Ditch run is that it's a perfect 'feeder' event to a holiday on the Delta. The only lowlight is that the ride home is all upwind.

The **Midnight Moonlight Marathon** (June 5) and **Silver Eagle** (July 24-25) are long in-the-Bay races that round various far-flung marks and finish after dark. To non-competitive types, that may sound like the pinnacle of masochism, but in reality these races are really fun events. The last time we took our Ocean 71 *Big O* on the MMM, we had about 40 people aboard. We also hit the Carquinez Bridge, but that's another story.

If you really feel adventurous, there are some pretty exhilarating coastal races in which neophytes are always welcome. In fact, both the Windjammers and Santa Barbara Races have non-spinnaker divisions. The Windjammers even has a 'motoring' division!

The **Windjammers**, scheduled for September 4 this year, is a relatively quick 67-mile sprint from San Francisco to

Santa Cruz. It is traditionally three races in one — the relatively light part getting out the Gate in the morning, an afternoon of heavy running followed by a light-air finish. If you're a newcomer, ask a Windjammer veteran or two to come along and show you the way. And watch out for whales, which seem to be all over the place at this time of year.

This year, the **Coastal Cup** starts on June 26 and ends 300 miles down the road from San Francisco in lovely, sunny Ventura. The CC is a slightly longer version of the Windjammers, with a few more periods of light-heavy-light thrown in depending on what course you take. You'll be out overnight on this one, which can be a memorable milestone for first timers — many sailors remember their first night at sea as fondly as their first kiss. Again, this is a perfectly manageable race for an amateur skipper and crew — especially if you have one or more experienced hands aboard to talk you through the significant parts of it the first time.

(For entry forms, contact numbers and other information on these and other races, refer to the previously-mentioned '99 Northern California Sailing Calendar and/or keep an eye on our monthly *Calendar*.)

Finally, there are the **beer can races**. There are too many of these to name; to find the one nearest you — and there is one near you no matter where you park your boat — again, see this month's *Calendar*. Beer cans occur on weeknights and involved a short 'race' of one to two hours duration, usually followed by grilled burgers and cold beer at the host club. Prizes — usually the ubiquitous cocktail glass — are awarded to the top boats each night, with some clubs awarding cumulative trophies at the end of each series.

You'd be surprised what high regard those stupid cocktail glasses can be held in. A very experienced racer and delivery skipper we know has given away most of his trophies, but his very first sailing award — a simple glass tumbler with a yacht club stencil, won during a beer can series — is still displayed proudly in his home.

Beer can races are also excellent proving grounds for non-racers who think they might like to try their hand at serious competition someday. Again, the best way to really learn is to ask a sailor better than you to go along for the next evening race. Chances are he or she would be happy — not to mention flattered — to help out.

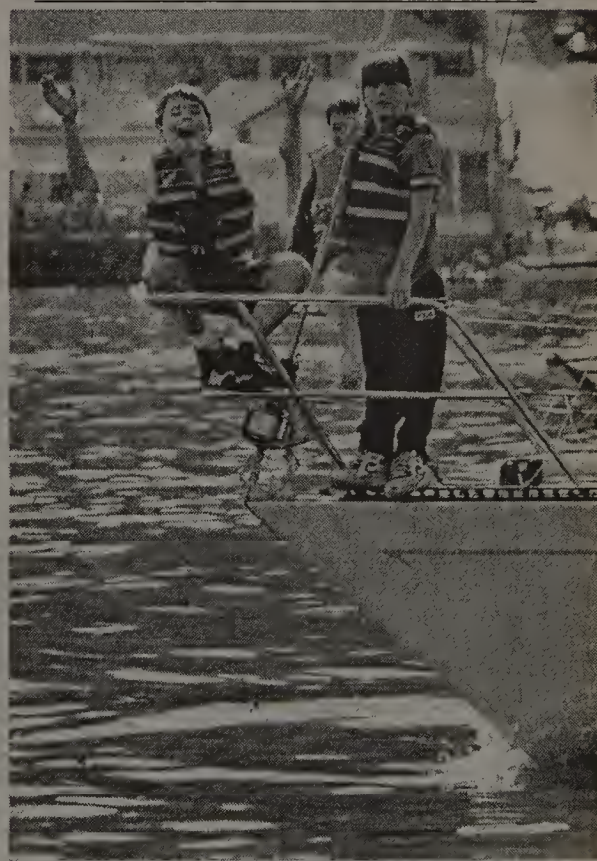
Fleet and Class Cruises/Rendezvous

We can hear you hard-core racers cringing at the sound of this one. To each his own. But if you've never tried it, you have missed one of the best times you can have with a boat.

Cruise-ins are on the yearly docket of every yacht club and large fleet association. They involve boats sailing together to a pre-arranged destination for a weekend of raft-ups, barbecuing and other family fun. Sometimes the movable feast will relocate from day to day, sometimes they'll just stay where they are.

Yacht club cruises are the best way to get to meet and get to know other club members. Fleet cruise-ins are great for the same thing, as well as a stimulating forum for discussing the boats. You'll get more great ideas for improvements on your boat in one day at a fleet cruise-in than you will in a year of looking anywhere else.

Don't belong to a club? You're missing out on a lot if you don't. Interested? Call friends and query acquaintances for their input. Go to a few clubs as a guest and



Kids and boats go together like Mom and apple pie. If Mom comes along and brings apple pie, well, life doesn't get any better.

talk to people there. There are so many clubs with so many different types of people around the Bay that one is sure to 'feel' better than the others. Find out all

NOTHING HALF SO MUCH FUN

you can about monthly dues, sponsorship for new members and so on before joining. Many clubs have membership drives at some point during the year when you can join for a nominal fee, so find out about that, too. Yacht clubs are great places to share your love of sailing with other like-minded people, and through their programs and members' generosity, to learn an awful lot about the sport.

Romantic Stuff

There simply is no more romantic venue for lovebirds than boats. Look at *Message in a Bottle*. Look at *Titanic*. Granted, we can't all be Kevin Costner or Leonardo di Caprio, but with a little bit of imagination, you won't have any problem sweeping your mate off his/her feet with your sailboat.

That aforementioned moonlight cruise is a good place to start. Or how about inviting him/her to dinner "at a great place overlooking the water." A friend of ours kept the location secret, then drove his girlfriend down to the marina where his boat was parked. Inside, he had arranged to have the occasion catered, complete with wine, candles — and a waiter who served the various courses. Tell us she wasn't putty in his hands after that!

Or, like in the movie *An Officer and a Gentleman*, you can walk into where she works, sweep her into your arms, wisk her back to the boat and motor over to Angel Island for an intimate dinner and night together at anchor. (It's probably a good idea to check with her boss first, though. Nothing like getting fired to put

a damper on such spontaneity.)

Another romantic idea is to cruise into your yacht club or a reciprocal yacht club for dinner. Through the summer, most yacht clubs with dining rooms put on delectable spreads Friday, Saturday and Sunday evenings.

Boat deliveries offer another romantic possibility. While delivering someone else's boat back from a race is normally a pedal-to-the-medal, time-is-money affair, we're told one such delivery was the highlight of a relationship. "We were sailing under a full moon, with phosphorescence in our wake, it was just beautiful," observes a female friend describing a delivery with her boyfriend.

And hey, if this boating romance is working *that* well, you might be well on the road to consummating the relationship like so many sailing couples before you: getting married on your boat.

Kids' Stuff

If you're a little farther along in life than all that lovey-dovey silliness, grab the kids when you go sailing. Particularly popular kid destinations include the Delta, Angel Island and Pier 39.

The **Delta** involves some planning and time, which we'll explore in more detail in an upcoming issue. But its lovely warm weather and Mississippi-like feel offers endless mischief opportunities for the little Tom Sawyers in the family.

Angel Island costs only \$5 for a day

at the dock (you have to leave by sundown), and there's plenty of hiking and history to take in. If that doesn't tire them out, plan a barbecue with friends on the lawn while the young 'uns run around. They'll sleep like little rocks all night.

Pier 39 will also tire them out. But pulling out your wallet in every store and attraction will tire you out, too. Last time we were there, we think we contracted carpal tunnel syndrome this way. It's loud and colorful and exciting — but it ain't cheap.

Of course, the ultimate gift you can give your kids — well, next to a loving upbringing, strong morals and a good inheritance — is teaching them to sail. A learning progression common to some of the best local sailors to ever sail the Bay (including Tom Blackaller and Paul Cayard) goes like this: Lake Merritt/Estuary/Bay/Ocean. In other words, start on calm waters in small boats and work your way up.

Which is not to say it's the only way. While sailing schools and junior programs have our highest endorsement, the several employees here who were taught to sail by their parents carry that as one of their fondest memories. Give it a try.

Past that, boats supply endless fun for most pre-teen kidnicks, whether the boat is actually moving or just tied to the dock. (Teenagers — at least ours — tend to be bored at any activity that doesn't involve flirting with the opposite sex.) We keep coloring books and certain special toys

SAILING THE BAY 101

The two most important natural phenomena upon which the enjoyment of your sailing day will depend on San Francisco Bay are wind and current.

Summer Breeze, makes you feel fine...

All summer long in the Bay, the wind blows from west to east. In typical summer conditions, it starts at 11 a.m., really starts honking about 2 p.m. and peaks out — usually in the low 20s but sometimes as high as the 30 knots or more — at 4. From about 5 p.m. on, it weakens rapidly, generally shutting down or nearly so at sunset. Unlike any other sailing venue on the West Coast, the 'wind machine' in the Bay Area is so dependable you can almost set your watch by it — or by the time you reef for it, which should be sooner than later. In fact, throw in a reef before you even leave the dock. It's a lot easier later to shake one out than

put one in.

Due to a principal known as the 'Venturi effect,' the wind will always be strongest near the Golden Gate Bridge. It continues strong in the 'slot' between the Golden Gate and Berkeley, but generally lightens and steadies out throughout the rest of the Bay. If you don't want to sail in the stiffest breeze, you need only escape to the lee of one of several land masses to enjoy lovely, warm, light-air sailing. These areas include the east side of Angel Island, behind Yerba Buena, or along the Richmond Riviera. Interestingly, even when the breeze is really honking on the main Bay, the ocean can also offer placid escape with breezes outside half the strength of those inside.

Current Affairs

For lake sailors or Southern Californians unused to dealing with current,

sailing San Francisco Bay can be a real wake-up call. Once a month when the moon and sun are 'in position,' currents can run 5 to 6 knots. Most of the time they're not nearly that swift, but they should always be known and respected every time you go out. A few years ago, a new sailor who misjudged current tangled with an outbound submarine, of all things. The sub saw the accident coming and stopped dead in the water, but a combination of confusion and current carried the little rental boat high onto the ship's sloping nose, where it teetered for a moment before slipping unceremoniously back into the water. Hope they had a change of underwear aboard that day.

'Flood' is when the water is flowing into the Bay; 'ebb' when it's flowing out and 'slack water' is a brief period in between when it's going nowhere. As with the wind, the only place the water has to go in and

AS MESSING AROUND IN BOATS



Learning to fly a spinnaker is an excellent goal for the summer. Start in calm water and light breeze on the Estuary, with someone aboard who can show you the ropes. Try to end the day with the same number of fingers as you started.

Aboard in the 'kids locker' so the little munchkins and their friends always have something to look forward to.

Two more adventures many kids will appreciate: whale watching and fishing. The former is a bit iffy, but if you time the season right, you can have amazingly close encounters (but not too close, says the law) with migrating gray whales. Fishing is as easy as putting a line over in shallow water this summer and reeling

in the halibut. See the article elsewhere in this issue for more details.

A final thought on kids: Fun is fun, but safety is paramount. While lifejackets are optional for adults, children under 12 are legally *required* to wear them. Who knows, if you get in the habit of wearing yours as an example, it may save your skin someday, too.

The More the Merrier

There are many, many group activities you can take part in with a boat. The simplest is taking friends or acquaintances out for a sail. The most magnanimous is volunteering to take underprivileged kids or other groups out for a sail. We once did a story on guy who volunteered his boat to take a group of blind students out for a sail every Wednesday. He claimed it was the highlight of his life — and so did many of his guests.

How about calling up a bunch of friends with boats and rendezvousing at some quiet anchorage for a raft-up? A great back door into racing — and meeting some new friends — is to volunteer your boat for race committee duty at your yacht club. (This involves having about a dozen people running around the boat eating all your food, tangling flags in your rigging and shooting guns all day. But there's nothing like it for being in the center of the action.)

If none of the 'usual suspects' among your friends want to go sailing (or you sailed *clockwise* last time and scared them all away), here's a short list of possible alternatives invitees: your teenager's boy-

out of the Bay is at the Golden Gate, so currents are strongest there. Another bit of trivia you might impart on guests is that during a typical ebb/flood cycle, 300 million cubic feet of water per minute flows under the Golden Gate. If you've ever seen Niagara Falls, it would take that scenic wonder — both the American and Canadian sides — nearly an hour to flow the same amount.

Current also tends to be strong in areas of deep water, so here's a useful tip: if you get 'caught' in undesirable current and don't have the sail or mechanical oomph to overcome it, simply head toward shore. Currents are lightest there, and in some places there are even countercurrents to help you on your way.

A cycle of floods and ebbs takes about 12 hours, which means there are two cycles per day. During the ebb that occurs during peak wind hours, you'll get

what racers call 'ebb chop' — the sloppy wavelets kicked up by the inbound wind raking over the outbound water.

It's a good idea to carry a set of tide tables aboard at all times. Lots of clever tide and current information is available in calendars, watches and computer software. But most sailors can get along just fine with the tide and current books available free at most marine outlets. *Latitude* also runs weekend current tables at the end of our *Calendar* section.

If all else fails, it's pretty easy to tell what the tide is doing by looking at buoys, bridge piers and other fixed objects in the water. If they look like they're steaming full speed ahead, with a big bow wave and wake, you'll know which way the current is running. Armed with the knowledge that in six hours, it's going to be doing the opposite, you can plan your sail accordingly.

The only other 'natural' phenomenon you should be aware of is that the water in the main Bay never gets much warmer than about 58 degrees. That ain't exactly the Caribbean. Hardly anybody swims in the water here on purpose. If you fall in, you'll only be able to tread water for 10 or 15 minutes before hypothermia turns off your extremities and you can't swim anymore. A lifejacket can keep you bobbing around long after this happens, so please consider wearing one at all times.

The only man-made phenomena you will have to worry about on the Bay is other boats, particularly the big steel ones full of oil or other cargo. Some 22,000 commercial transits (including tugs towing barges) occur locally a year — that's an average of 60 per day. And every single one of them has the right-of-way over recreational sail and power boats. Do not forget — or mess with — this rule.

NOTHING HALF SO MUCH FUN

friend/girlfriend; that cute girl/guy you've been wanting to ask out; your next-door neighbors who've never been on the water; your boss and/or co-workers, your favorite waitress (and her boyfriend if you can't talk her out of bringing him); those motorboaters down the dock who never take their own boat out; and anyone feeling blue.

Other occasions to have a group of pals aboard: KFOG's Memorial Day fireworks show over the City (be sure to have your radio tuned to the station for the accompanying soundtrack); the Fourth of July fireworks show over the City (hang out along the Cityfront after dusk) or Mandeville Tip in the Delta; the blessing of the fleet on Opening Day (April 25, about 9:30 a.m. in Raccoon Strait); decorate your boat and take part in any of a half-dozen Opening Day — or Christmas — boat parades; or — if your boat is big enough — invite a group of friends and a musician or two for a night of music under the stars.

When you pull the boat out of the water for yearly maintenance, it's payback time. Buy a dozen bags of potato chips and a cooler full of cold drinks and invite everyone who has sailed with you all year to come and put in an hour at the yard working on the boat. What goes around comes around!

When the Long Trick's Over

Nobody wants to think about it, but when a loved one's last wishes involve spreading ashes at sea, fulfilling those wishes from your boat can bring special meaning to this solemn ceremony.

So can doing it wrong. As long as we've breached the subject, we might as well tell you that for some reason, many people — even many experienced sailors — are so overcome by the emotion of the moment that they empty the urn to windward. This results in a portion of the loved one becoming an integral part of your boat for eternity. (We've heard stories of ashes being discovered years later in inaccessible parts of boats.) It also tends to de-

tract from the moment when everybody aboard gets ashes in their hair, eyes, clothes and teeth. So remember, Uncle Bob's last mortal remains always go to leeward.

Next Month — Destinations

From the birth of a romance — with a boat or soulmate — to the end of life. If that isn't comprehensive, we don't know what is. Of course, in between and on top of the foregoing suggestions, we're sure there are scads of fun ways to use your boat that we *didn't* mention. We invite you to remind us of your favorites by email or letter and we'll include some next month.

Also next month, we'll conclude this mini-series with a more detailed look at all the great destinations within a few hours sail from your slip. Whether your idea of a good time is anchoring in some quiet place or tying to the guest dock of a rollicking night spot, many of the great adventures in life are only as far away as the dock where your boat awaits.

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PACIFIC PUDDLE JUMP '99



— Throughout this month and next, French Polynesians in the sleepy Marquesas islands will be looking out to seaward, scratching their heads and saying, "Another one?"

It wasn't too many years ago that the number of cruising sailboats arriving in the Marquesas each spring could be

counted on two hands. But this year — despite the fact that these remote islands themselves have changed little in recent decades — a veritable armada of cruisers are making landfall in the fabled anchorages of Hiva Oa, Nuku Hiva and others,

having successfully completed the 2,800-mile 'Pacific Puddle Jump' from Mexico to the Marquesas.

As you read this, a record number of sailing yacht's — roughly 80 — are either en route or have already arrived. After spending a season or two enjoying the Mexican coast and the Sea of Cortez, they

— THE CALL OF THE CONCH SHELL



began their westward treks from a half dozen Mexican ports such as Cabo San Lucas, La Paz, Mazatlan, Manzanillo and Zihuatanejo. But the largest group was staged at Puerto Vallarta, which is where we caught up with the folks you'll meet on the following pages.

Although they come from diverse back-

grounds, all of these adventurers share similar dreams of meeting the challenges of open-ocean sailing; making sun-kissed landfalls at palm-fringed islands; and living a simple, healthy lifestyle far removed from the frenetic pace of the American mainstream.

Among the 80 boats that we're aware

of, there are at least three singlehandlers and several families with adolescent kids on board. But the vast majority are couples who've chosen to make the crossing without the aid of additional crew — thanks to a little help from autopilots, roller-furling genoas and self-tailing winches. While many captains and their

PACIFIC PUDDLE JUMP '99



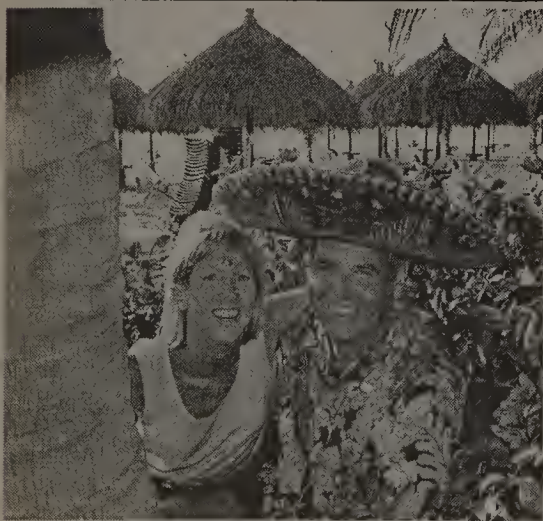
LATITUDE/CHRIS

Circumnavigating while both parents and kids are still young is a bold, yet wise, endeavour. The Moores are doing just that.

mates are retirees in their 60s or 'early' retirees in their 50s, there are younger players too, who are merely taking an extended hiatus from the rat race or have simply decided to cash out in their 30s or 40s, in order to do their adventuring while they're still young and fit. Like the crews who sail them, their boat sizes vary, of course, too. This year's fleet ranges in size from 30 to 68 feet.

Many cruising sailors tend not to be 'joiners'. But while few of the folks we talked to plan to buddy-boat across the Pacific, most do plan to keep in touch by high frequency radio — if for no other reason than to learn about the weather that lies ahead of them.

Each year, groups of would-be Puddle John and Nancy of 'Break 'N Wind' are determined to get to Kiwiland in time for the A-Cup.



Jumpers swap charts, navigation tactics and other tips in preparation for what may well be one of the longest nonstop crossings on their around-the-world itineraries — 20 or more days at sea. Although most Puddle Jumpers have never met in the flesh, many have been getting to know

each other via a special South Pacific radio net that began long before the first boat left port. Now, as they move across that vast stretch of open ocean, their sense of community will undoubtedly build through daily contact, and by the time they reach Polynesia, their shared sense of accomplishment will inspire them to greet each other as old friends.

With all this as background, we introduce you to (a portion of) the Pacific Puddle Jump Class of '99. Wish we could have met them all, but hopefully we'll hear from many of the others in the coming months. We've put the word out to the fleet to "Keep them cards and letters — and e-mails — coming."

Attu — 68' Schooner

The Moore Family, Pt. Townsend

To find Attu in any harbor, just look for the two wooden masts raked way back. On board you'll find bright young Ezra, 11, his sweet little sister Hannah, 8, and their parents Charlie and Gayle.

So far, on their 3-year cruise, the bird sanctuary and pods of whales at Isla Isabella have been the highlight, although the kids really enjoyed Sausalito on the trip south, where they made some close friends.

The Moore's approach to home schooling encompasses more than traditional book learning. Gayle, the teacher — Charlie is the *principal* — uses opportunities to learn along the way, from Monterey's Aquarium and Walk of History to Mazatlan's bullfights.

From Nuevo Vallarta, the family plans to do the 'milk run' through the islands, with Charlie serving as South Pacific Net Manager along the way — having been 'volunteered' by its creator, ex-Air Force officer Jim Hegland of *Laughing Buddha*. While they're away, Charlie's business, Edensaw Woods, is being run by his partner Jim Ferris, who recently returned from his own 3-year cruise.

Break 'N Wind — J/130

John & Nancy Moore, Alameda

"It's hard to believe it can get any better than this!" say John and Nancy. "We've really enjoyed the people and places so far." Apparently they *really* like Nuevo Vallarta's Paradise Village Resort and Marina, though. Despite the fact they were about to set sail for the Marquesas last month, they couldn't resist buying a condo with a private dock at the resort to come back to.

For now, though, they're sticking to the plans they made before sailing south last November with the Baja Ha-Ha fleet — to be in New Zealand for the America's Cup. Proud members of the St. Francis YC, they can't wait to cheer on Cayard and Co.

Although John, a retired electrical engineer, and Nancy, a former building manager, have laid out an ambitious timetable for the next seven months, their sleek J/130 is certainly up to the task. With any luck she'll probably make one of the fastest crossings in the fleet.

"Moving fast through the islands might not be such a bad thing," says Nancy. "We

Talk about getting into the local culture! Since arriving in Mexico with the Baja Ha-Ha last fall, Monk Henry of 'Passage West' has become enthralled with the age-old art of bullfighting.



— THE CALL OF THE CONCH SHELL

All Photos
Latitude/Andy

really don't want to be tempted to buy another condo!" After the A-Cup, their

Why go cruising? "I had a heart attack, my wife left me and the cat died."

game plan is to spend some time at Australia's Great Barrier Reef, visit the Solomons, then circle back to California on a northerly route.

Passage West — Cheoy Lee 36
Monk Henry, Sausalito

A man of considerable wit and good humor, Monk explains his reasoning for taking off cruising: "I had a heart attack, my wife left me and the cat died."

A former TV production manager, Monk sailed south with the Baja Ha-Ha fleet last fall — he was the guy who undeservedly landed in jail within hours of arriving in Cabo while trying to assist

a panga driver. The misunderstanding occurred largely because Monk spoke no Spanish at the time, but we're happy to report that by now he's picked up the lingo quite well.

He's also become totally enamored with the age-old tradition of bullfighting, and has become friends with several matadors. While in Puerto Vallarta, Monk could often be seen in the bull ring himself at the El Cortijo restaurant, where patrons are encouraged to grab a cape and try their luck. Naturally, the all-you-can-drink beverage policy fortifies the courage of the crowd.

Monk will set sail this month or next, accompanied by longtime friend R.J. Palmer. Plans are loose: Just head to the Marquesas, on to Tahiti, then. . . We can't wait to find out what mischief he gets himself into next.

Omar Khayyam — Hans Christian 43
Larry & Barbara Gilbert, Honolulu, HI

Of all the couples we interviewed, Larry, who hails from Honolulu, and his English-born wife, Barbara, win the prize



If Larry hadn't taken that trip to the Maldives, he never would have met lovely Barbara.

for the most exotic meeting place: the Maldives Islands. They met while vacationing there a few years back and a spark ignited between them — even though she was with another guy. Six months later, she gave up her job in England and moved to the States to join Larry.

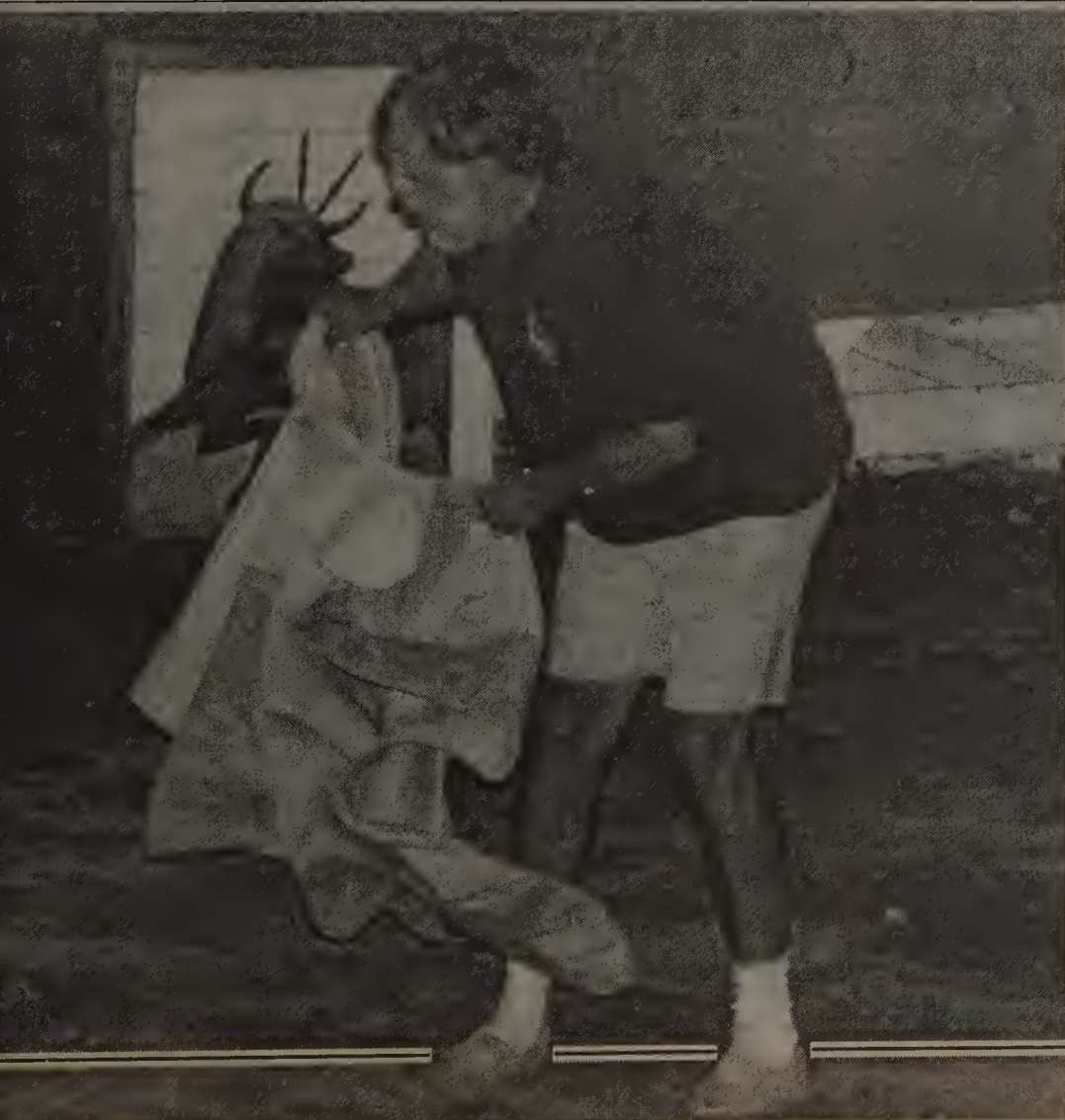
In the fall of '97 he quit his job in the computer biz and they got married. Within a few months they began their open-ended adventure of cruising around the world, so, as far as they're concerned, they're still on their honeymoon, and will continue to be for years to come. "We plan to use that as our excuse if anyone accuses us of being antisocial, since we like anchorages where there are no other people," explains Larry. They plan to "avoid the America's Cup and Olympics at all costs." And instead, look forward to visiting off-the-beaten-track destinations like Indonesia, Chagos, Mauritius and the Seychelles.

Shadowfox — Germania 40 ketch
The Swirski Family, Alameda

It's tough enough raising five adolescents at home, let alone on a 40-ft sailboat. But after a year — and 1,200 miles — of cruising together, the Swirski family seems to be doing just fine.

"First I was really psyched about it," recalls 11-year-old Bridget, "but then it got boring, and now I like it again." She and her siblings, Tracey (9), Megan (14), Caitlin (13), and big brother Alec (16), have all had periodic bouts of homesickness, but as their father, Michael, points out, "They've also met a lot of friends that they never would have, and now they keep in touch with them by e-mail." They also keep in touch with their old friends back home. "But our old friends don't really have a clue about what our lifestyle is like," says Megan.

Besides keeping her big brood happy,



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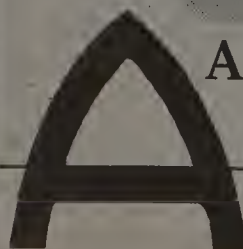
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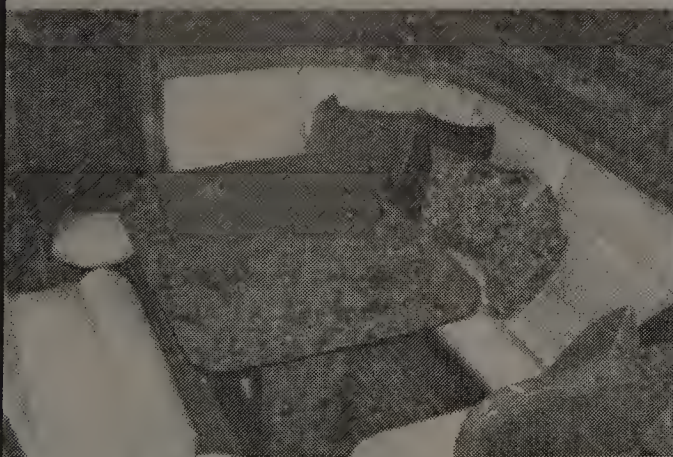


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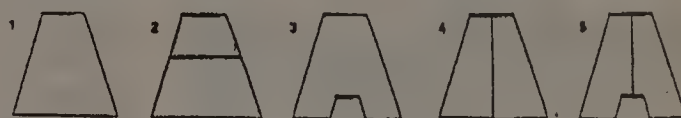
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PACIFIC PUDDLE JUMP '99



No it's not the Brady bunch — the Swirskis' lifestyle is much more interesting. They've lived aboard for years and will now circumnavigate.

one of mother Kathleen's biggest challenges is trying to incorporate traditional 'book-learning' into their day-to-day sailing adventures. "With five of them, correspondence courses were just too expensive," she explains, "so we've gathered books and info from several different sources."

Although their around-the-world journey has only just begun, the Swirskis should have little trouble adapting to ship-board life, as the kids have lived aboard in Alameda their whole lives. The eventual plan is to sail to Europe, drop the



Going with the flow. The 'Kiana' crew have a great approach to life — and cruising.

sticks and explore the interior via canals. Michael looks forward to a big reunion with his family in Poland, who've never met the kids.

Kiana — Spector 41

Davie & Ziggy Clark, Newport, OR

In contrast to high-strung, fast-living Californians, Oregonians are thought of as laidback, down-to-earth folks — and Davie and Ziggy Clark certainly fit the stereotype. Both are bright-eyed, friendly,

and instantly likeable.

When we asked what advice they'd give to others who are contemplating long-term cruising, Ziggy was philosophical: "Travel in hope, with a smile in your heart," while Davie was pragmatic: "Look hard at the people around; make sure you're on the right bus."

Like several other couples in the fleet, they aren't afraid to admit that news of the recent storms on the Fiji-to-New Zealand crossing has affected their planning: "We're basically chicken to make that passage," quips Davie, "so we're going west through the island chains to Australia instead." At that point, they'll decide whether a complete circumnavigation is in the cards.

Although this particular cruise began less than a year ago, the Clarks are probably among the more experienced in the fleet, having cruised off and on since '86.

Tin Can — Bruce Roberts

Louis & Sharon Hunter, Bay Area

"If we can make it to the Marquesas and are still speaking with each other," says Sharon, "then we'll go on to Australia and make our minds up where to go from there."

Before retiring, she and Louis both worked for the Port of Oakland and lived aboard *Tin Can* at Fortman Marina — after they built her, that is. To hear them tell it, years ago, when they started fantasizing about going cruising Louis said, "How 'bout if I build us a boat." Five years later their Bruce Roberts-designed 43-footer was ready to splash. Unlike typical backyard boatbuilders, *Tin Can* came to life in an Alameda warehouse at the old Nelson's Marine location, so they were able to work on her year-round.

Shortly after leaving the Bay Area in the fall of '97, they and *Tin Can* had their first big trial, when they met El Nino's wrath en route to Cabo, "We hand-steered for 36 hours with sustained winds of 50-60 knots," recalls Sharon with a shiver.

Since then, it's been smooth sailing, though, which they hope will continue as they head for the tropical latitudes of the South Pacific.

Circumdecision — Formosa 41 **Brett Thompson & Jeanette Woodland,** **Morro Bay**

We tried to tell them, but they just wouldn't listen. . . With a name like *Circumdecision*, we can picture some very awkward moments dealing with authorities around the world.

No, the name has nothing to do with a surgical operation — to circumnavigate or not to circumnavigate; *that* is the question! And the answer is yes.

Brett, a former pro surfer, and Jeanette, who used to manage a poultry ranch, intend to make a complete circumnavigation in the coming years. Both are only in their mid-30s, making them among the youngest co-skippers in the fleet — and we're jealous as hell.

Deja Vu — Hans Christian 38 **Jerry & Kathy Manifold, S.F.**

"We sailed out the Golden Gate on Christmas eve of '97," Jerry recalls fondly. Once they hit Pt. Conception, though, they got beat up by one storm after another on the trip south — blame that nasty El Niño — and didn't arrive at Cabo until March.

But since then, life has been good. "We loved the quiet anchorages and the clear water of the Sea of Cortez." Now they're off around the world at a leisurely, 8 to 10-year, pace. Having begun planning for this adventure 16 years ago, "there's no point in hurrying now," says Jerry, a retired architect. Kathy was a hospital administrator.

With that in mind, they'll sit out the cyclone season in Christmas Island after touring Tahiti, the Cooks and Samoa. What places are they most excited about seeing? Bali, Bora Bora and the Seychelles are at the top of their dream list. Mike Passovoy will crew to Polynesia.

Orinoco Flow — Hallberg Rassy 36 **Bruce & Jenny Hilton, Gig Harbor, WA**

We met Bruce and Ginny last fall on

If we're gonna go cruising, we'll need a boat, thought Louis. "I'll build us one," he told Sharon.



— THE CALL OF THE CONCH SHELL



You named it what? No worries, 'youngsters' Brett and Jeanette will get the last laugh.

the Baja Ha-Ha, when Bruce posed the question: "Who says there's no such thing as male menopause? Why else would a practical, responsible man leave his career, pull up his roots in a great community with countless friends to sail away on a 36-ft sailboat to who-knows-where?"

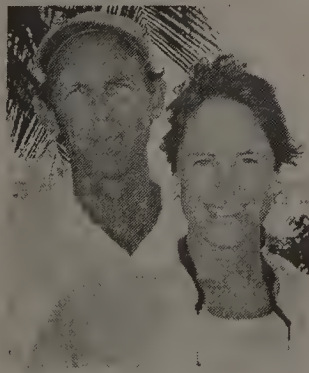
By the time we caught up with *Orinoco Flow* last month, however, the Hiltons were torn by a different dilemma: "It has been a tough decision to make the crossing this year," says Ginny. "We're enjoying Mexico a lot and will unfortunately miss the entire Sea of Cortez." Nevertheless, they realize their cruising kitty is limited, and that Mexico's charms have enticed many a cruiser to linger for years and years.

Although the Hiltons both have plenty of inshore sailing experience — Bruce began at age 11 — they confide that, "The crossing to French Polynesia will be, by far, the biggest thing we have accomplished in sailing — and perhaps in life!"

Holding Pattern — Challenger 40 John & Aleta Goodrich, S.F.

One of the biggest challenges of off-shore cruising is managing your fresh water supply, but few of us are experts on the subject. So who ya gonna call when questions arise? John and Aleta, that's who. Back in the real world, both worked in the Bay Area 'water biz'.

Both are also careful planners: They took the first step of this journey back in '85, when they bought *Holding Pattern* with the intention of circumnavigating after 10 years of saving their pennies and making preparations. "Which explains why we have the oldest boat in the fleet," jokes Aleta.



Meet John and Aleta, the water gurus.

They left the Bay Area in September of '97, and spent last summer exploring the Sea of Cortez. "It's still pretty much untouched," says Aleta, "and the northern islands are especially beautiful." Both she and John are avid scuba divers — with a compressor on board — so, naturally, they can't wait to get to the crystal-clear waters of Fiji and other fabled diving destinations.

Illusion (N.Z.) — Peterson 44 Peter & Diane Bain, Hamilton, NZ

Yacht designer Doug Peterson couldn't ask for a better testimonial. After researching a wide variety of cruising sailboat designs, New Zealanders Peter and Diane Bain decided the Peterson 44 was the boat for them. Trouble was, there weren't any for sale on their side of the planet.



Peter and Diane Bain.

However, a sailor friend aboard *Daq Attack* had a copy of *Latitude 38*, from which Peter gathered the e-mail addresses of West Coast brokers so he could expand his search. In the end — after exchanging a ream of faxes — they settled on a boat that was lying in P.V. While Peter closed the deal, Diane sold their house and most of their possessions. Last April they took delivery, then bashed north to San Diego to fit her out for cruising.

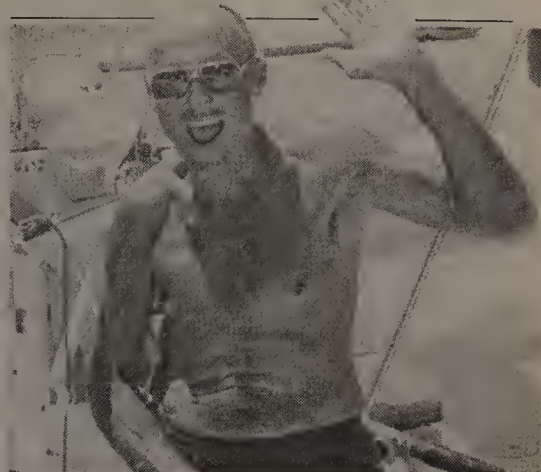
Even though the Bains are longtime powerboaters, they're modest about their sailing experience. But hey, they're Kiwis — it's in their blood. From the Marquesas, they'll make a beeline through the South Pacific islands, then back home to N.Z.

Capricorn Cat — Custom 45' cat Blair & Joan Grinols, Lakeport, CA

Blair says he started dreaming about long-distance ocean voyaging 20 years ago, and he knew then he wanted a fast boat. So with Joan's blessings, he built this custom cat four years ago.

Since then, these two easygoing retirees have put many miles on their twin-hulled home, including two Baja Ha-Has and a dog leg to Hawaii en route back to the Bay.

While many Puddle Jumpers have ambitious plans of racing through the tropics to New Zealand and Australia, the Grinols' approach seems much more re-



Who says we don't run enough pictures of barebreasted hunks. Meet studly Blair Grinols.

alistic — and rewarding. They'll spend the first season in French Polynesia, then sit out the cyclone season in the Line Islands. Season two will be in the Cooks and Tonga, escaping the threat of cyclones afterwards in the Marshalls. They'll explore Fiji during season three. If we could all be as fit and cheerful in our 60s as Blair and Joan, it would be a happier world indeed.

Eagle — Crealock 37 Larry & Grace Kent, San Diego

"While vacationing on Bora Bora years ago," recalls Grace, "we looked out at the boats anchored off the Bora Bora Yacht Club and said, 'Someday we'll be aboard one of those boats.'" Now others land-bound vacationers are probably idolizing them.

Larry and Grace have the dubious distinction of being the oldest couple in the fleet — he's



Larry and Grace Kent.

67 and she's not telling — but the sailing life has kept them young at heart. For 13 years they lived aboard in San Diego and now that they are actively cruising, they confirm, "This is a much more fit lifestyle than being retired at home. But it is physically demanding."

After a leisurely two years in Mexico, they plan to "take it slow" in the South Pacific also, leaving *Eagle* on the hard at Raiatea during the first cyclone season.

Joliga II — Ranger 30 John Sloboda (solo), Oxnard

At 67, John Sloboda is tied with Larry Kent for the title of oldest Puddle Jump skipper, but when in the 'colorful character' category, he takes the cake. (See

PACIFIC PUDDLE JUMP '99

Sightings next month.)

Suffice it to say that John first made headlines in *Latitude* in 1991 when he was fished out of the blue Pacific by crewmen aboard a passing cruise ship. He'd fallen off *Joliga* wearing nothing but a T-shirt.

Later that year, he and *Joliga* got caught in the throes of Hurricane *Nora*, yet survived. But after nearly dying last year due to a collapsed lung, the devout singlehander figured, "What the heck have I got to lose," and started making plans for the Puddle Jump. He bought *Joliga* new in '78 and has lived aboard ever since; he's been cruising since '88 and doesn't intend to quit any time soon.



Say hi to Joliga John.

Calypte — Endurance 35

Rob & Patty Castle, Victoria, B.C.

If the fleet hears the lilting sound of a penny whistle dancing on the tradewinds in mid-ocean, it'll be a safe bet that *Calypte* is somewhere close by.

Both Patty and Rob are musicians — he plays guitar and bouzouki — who used to play with a Celtic-rock band. "We'll be rockin' and reeling our way across the Pacific," they say.

Having sailed extensively in the Pacific Northwest since '85, Rob and Patty are ready and eager to get on with their open-ended cruise. Their only plan is to be in New Zealand by November. Yes, they did have day jobs too: He was a biologist and she worked as an engineering 'draftsperson'.

Romance — Pearson 424

Bill & Debbie Marman, Seattle

Bill and Debbie are also Ha-Ha '97 vet-

via Hawaii.

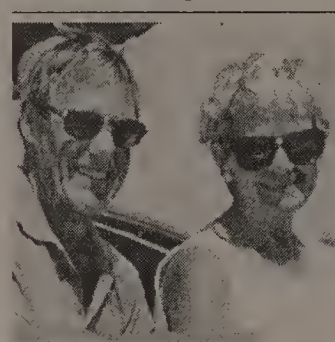
They went back to work for three years, then set off again in the fall of '97 on an open-ended cruise. Serious engine problems inspired them to take *Romance* north for repairs last year, but now the South Pacific beckons.

Bill's nautical career is more varied than most: he's run landing craft for the Army, served in the Merchant Marine and worked as an engineer on Washington State Ferries. Debbie's dad taught her to sail in Puget Sound when she was a teenager. With young Mike Lucarelli along as crew, their plan is to keep plans loose until Tahiti, then decide to continue around the globe or head home via Hawaii.

Billikin — Southern Cross 39

Fred & Beda Stewart, Juneau

It's amazing how many Alaskans you meet in the tropics. We met Fred and Beda



Alaskans Fred and Beda.

last fall in the Baja Ha-Ha and learned how their love of sailing was spawned as youngsters in southern Alaska.

Since retiring in '97 they've cruised extensively and now intend to make landfall in New Zealand by November. But that's just 'Plan A'. "We really can't make decisions until we get out there," says Fred sagely. Being a retired Superior Court Judge, he should have no problem making the tough choices.

Escapade — Caliber 40

John & Patty White, Bay Area

Here's proof that sailing school classes really do pay off. After reading Tania Aebi's *Maiden Voyage*, John and Patty got the sailing bug. They both took lessons at Spinnaker Sailing of Redwood City in '92, earning their Bareboat certifications. Then John continued

with Offshore Cruising classes at Club Nautique, where *Escapade* was a fleet boat.

They eventually invested in a charter boat in The Moorings' BVI fleet, and for the next four years, spent every vacation at Moorings charter destinations. So without ever going cruising before, they've sailed in the BVI (five times), Grenada, St. Lucia, Tahiti, Tonga and the Sea of Cortez (out of La Paz). The Whites are now off on



John and Patty.

a five-year circumnavigation via the Cape of Good Hope, to round out their worldliness, so to speak.

Other atypical things about John and Patty's story is that they trucked

their boat from the Bay Area to Pt. Townsend to equip her for cruising, then began their cruise to Mexico last May by first sailing up to Alaska!

Illusion (U.S.), MacGregor 65

Doug Hawkins & Bette, San Francisco

Ironically, one of the biggest boats in the fleet this year is owned by one of the youngest skippers — Doug's only in his 30s.

He crewed on another boat in the Ha-Ha this year, serving as the 'local knowledge' guy, since he'd been cruising in Mexican waters for the past two years with his cruising mate, Bette Flagler.

Doug is undoubtedly the only Puddle Jumper that can say he taught sailing in the U.S. Navy. He's been sailing since '75.

Bette and Doug plan to do the SoPac milk run en route to New Zealand, and take it from there.

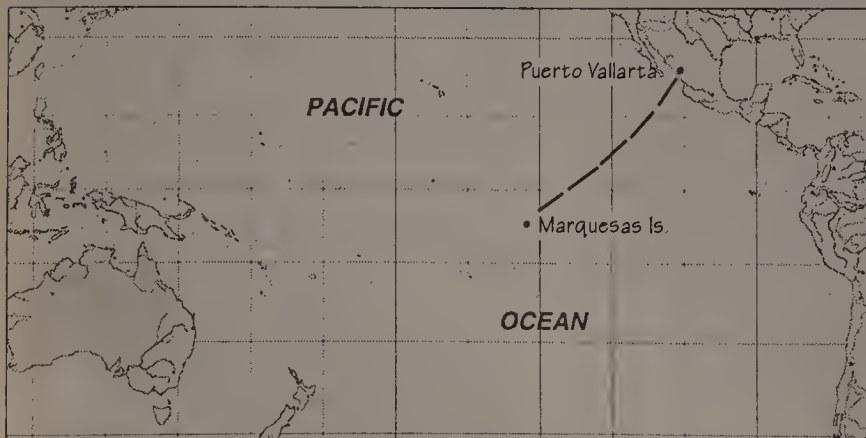
Ricka — Taswell 43

Mel & Rebecca Shapiro, Hawaii

You might say Mel and Rebecca have come full circle. "We first went cruising in the '70s, at the tail end of the 'hippie cruising' era," recalls Rebecca.

To hear them tell it, back then, everyone was bashing around the oceans in tiny production boats, home-built catamarans and backyard ferrocement monstrosities with minimal equipment. At sundown the folks they knew then were more likely to fire up a joint than tipple a glass of vintage wine — and they were mostly in their 20s and 30s.

With those memories, it's no wonder Mel and Rebecca, now in their mid-50s, used to think they were too old to cruise. But as they've gotten older so has the typical age of vagabonding sailors. And while the original *Ricka*, an Ericson 36, was one



erans. But that wasn't their first trip to ol' Mexico. In '93 they played hookey and did a loop from Seattle to Mexico and back

1999 PUDDLE JUMPERS

Boat Name	Boat Type	Captain & Crew	Home Port
Albatros	Hood 38	Shawn Wead (solo)	Santa Barbara
Aramoana	Union 42	Eric Register & Roger Chin	Vancouver
Astron	Motor Yacht	Brian & Louise	New Zealand
Attu	69' Schooner	Charlie & Gail Moore & 2 kids	Port Townsend
Ave Del Mar	Starlight 30	Robert Legier (solo)	San Francisco
Billikin	Southern Cross 39	Fred Bada Stewart	Juneau
Blaze	Warwick 60	Van & Nancy Draper	Denver
Blue Antique	Fraser 36	Dev & Sherry Anderscn	Vancouver
Blue Banana	Gulfstar 50	Bill & Sam Fleetwood	Seattle
Break'N Wind	J130	John & Nancy Moore	Alameda
Califia	Cutter 46	Glen & Glenna Owens	Sacramento
Calypte	Endurance 35	Rob & Patty Castle	Victoria
Camalot V	Legend 41	Dale & Miriel Gray	Victoria
Canfata	MacIntosh 47	Evan & Laney Langton	British Virgin Is.
Capricorn Cat	Custom 45' cat	Blair & Joan Grinols	Lakeport
Cardinal Sin	PF 36	Bob & Linda	Vancouver
Cygnus	N/A	John Pohle, Beth, Anna, & Chris	Sacramento
Deja Vu	Hans Christian 38	Jerry Manifold, Kathy & Mike	San Francisco
Eagle	Crealock 37	Larry & Grace Kent	San Diego
Endless Summer	Alden 32	Doug Villepique & Bruce	San Francisco
Escapade	Caliber 40	John & Patty White	Islamorada, FL
Escape (CDN)	N/A	N/A	N/A
Escape (US)	Fuji 37	John Hackett & TBD	Seattle, WA
Final Frontier	McGregor 65	Steve Hansen, Aleta & Robin	San Francisco
Freya	North Sea 27	Doug & Jennifer	Sitka, AK
Ghost	Formosa 36	Web Barton & Kelly Munoz	San Francisco
Ghost River	Niagra 42	Brian Lawson & Rolande	Calgary, AB
Holding Pattern	Challenger 40	John & Aleta Goodrich	San Francisco
Illusion (U.S.)	MacGregor 65	Doug Hawkins & Bette	San Francisco
Illusion (N.Z.)	Peterson 44	Peter & Diane Bain	Hamilton, NZ
Imagine	Bruce Farr 58	Tom & Pam Howell	Lake Tahoe
Imani	Roger Simson 10.2 Cat	Marc Gounard, Doreen, Maya, Tristen	San Francisco
Jamala	Chanel Cutter 28	Keith Mueller & Maria Takkunen	Vancouver
Joliga II	Ranger 30	John Sloboda (solo)	Oxnard
Kaimina	Benateau 46	Ron Douglas & Troy	Honolulu
Kiana	Spector 41	Davey Ziggy Clark	Newport Beach
Laughing Buddha	Hans Christian 41	Jim & Nancy Hegland	Ft Walton Beach, FL
Les Rodasan	Swanson 38	Robert Mina & David	Brisbane, AUS
Lighten Up	Islander 44	Baker & Cindy	San Diego
Mata Hari	42' Steel ketch	Helmuth & Ilka	Germany
Moonshadow IV	Westsail 32	Brian & Rita Ball	Victoria, BC
Nomotos	Custom Steel ??	Chris & Sandra Hartford	Alberta
Northern Summit	Folkes 39	Albert & Terry Bergeron	Vancouver
Omar Khayyam	Hans Christian 43	Larry & Barbra Gilbert	Honolulu
Oronoco Flow	Halbert Rassy 36	Bruce & Jenny Hillton	Gig Harbor, WA
Passage West	Cheoy Lee 36	Monk Henry	Sausalito
Redwing	Arthur Rob 43	David & Mary Carlson	Seattle
Ricka	Taswell 43	Mel & Rebecca Shapiro + 2	Delaware
Robin	Gulfstar 43	Tom & Robbin MacNeil	Seattle
Romance	Pearson 424	Bill & Debbie Marmann	Seattle
Runaway	Hans Christian 38	David Sapiane & Patricia Dallas	Sausalito
Runaway III	Westsail 38	Mark & Bridget	Sidney, AUS
Salacia	Catalina 42 II	Lucian Jong & Mairead McKenna	San Diego
Salty	Fanteasa 35	Jim Barnes (solo)	Tanna, AK
Sashay	N/A	N/A	N/A
Sea Witch	Liberty 46	Jeff & Gail Casher	Marina Del Rey
Sedona	Taswell 43	Alan & Patsy	Long Beach
Sernade	Alden 48	Shinko & Ramona Mondori	Seattle
Shades of Blue	Hunter	Fred & Mary Pawelek	Vancouver
Shadowfox	Jumanau 46	Michael & Kathleen Sluski +5 kids	San Francisco
Shearwater	Westsail 32	Gary Gouzwara & Madeline Turner	San Francisco
Siville	Westsail 32	Wayne & Judith Roberts	Coos Bay
Southern Cross	Landfall 39	Glenn Grandpierre	San Francisco
Star of the Winds	Cooper 41	Hugh & Joyce Bacon	Victoria, BC
Synchronicity	Fraser 41	Dave Kruger, Mary, Leah, Jessica	Vancouver
Syren	Explorer 45	Dr Jordan Greer, Sally, Jourdan, et al	Talkeetna, AK
Tatanka	Puvieux 47	Wally Hayes, Kathleen & Shelly	Long Beach
Tin Can	Bruce Roberts	Louis & Sharon Hunter	Austin
Toucan	Hunter 40	Jim Crosby, Cyndee, Chris, Chaz	Los Angeles
Toujours	N/A	N/A	N/A
Tulameen	N/A	N/A	N/A
Ustupu	Mary Lightfoot 31	Chris Emrond & Lisa Edwards	Vancouver
Warrior	N/A	N/A	N/A
Welcome Home	Tayanna 37	"Boomer" Barnes	San Diego
White Dove	Catalina 36	Gerry & Cheryl Fitzgerald	Houston
Wind Flower	Hudson Cutter 48	Gary & Karen	N/A
Windchime	Crealock 34	Jim & Lynn Rodeheaver	Seattle

Please note: The database we culled this info from did not give last names for first mates. In many cases, therefore, we were left to make assumptions as to who was married to whom. So if we have inadvertently cheated any of the ladies out of their true last names, we apologize. But hey, it's a long way to Polynesia. Maybe some of the mistakes we've made here won't need correcting by the time the fleet arrives!

of the biggest boats on the cruising scene, the current incarnation is a roomy Taswell 43. As they begin an 8 to 10-year circumnavigation, they'll be joined on the crossing by Rose Herrera and Ric Elhard.

Those are all the P.V. Puddle Jumpers we met. The following folks checked in from other jumping-off points via e-mail.

Endless Summer — Alden 32

D. Villepique & B. Bernasconi, S.F.

Doug and Bruce are two 'vild und crazy guys' in their mid-30s that we met on the Ha-Ha last fall.

"We'll have to go back to work at some point, but hopefully the cruising funds will hold out for at least a couple of years," they surmise. No serious plans apart from getting to Australia next winter.

They've really enjoyed their short time in Mexico: "The weather is perfect every day, and there are so many beautiful anchorages and great little villages to visit."

Windflower — 48' Townsend cutter The Burger Family

Gary and Caryn Burger and their kids, Ryan (16) and Nathaniel (13), have been sailing together aboard their wooden classic since the boys were infants.

Now at the end of a 10-year plan, they broke into the cruising life long before leaving the States, by "living like cruisers" on the hook in San Diego for the past six years and home-schooling their kids.

Caryn's advice to others: "Start living 'the life' as soon as possible. It's a lot easier to get used to doing things on a boat when you're not also being hit with 15-foot waves and 40 knots of wind." Gary says: "Get, and stay, physically fit and bring lots of duct tape and epoxy!" And young Nathaniel adds: "Integrate with the Mexican people. Don't just hang out with cruisers." Sage advice all.

Ghost River — Niagara 42

Brian & Rolande Lawson, Edmonton

Although they lived in landlocked Alberta, Brian and his wife Rolande have been sailing in the waters of British Columbia, as well as foreign destinations, for 15 years. They liquidated their assets in the summer of '97, and headed for the southern sunshine, hoping to catch up with Rolande's brother Albert Bergeron and his wife Terry on *Northern Summit*.

They finally rendezvoused six months later and have cruised the Sea of Cortez in tandem for the past year. Both boats are now en route to the Galapagos, where they'll spend some time amongst the blue-footed boobies before island-hopping through the South Pacific. A complete cir-

PACIFIC PUDDLE JUMP '99

cumnavigation is the eventual goal, but after a decade of anticipation and planning neither boat is in a hurry.

Northern Summit — 39' Folkes cutter Albert & Terry Bergerson

Albert and Terry hail from Vancouver Island, B.C., but have every intention of sailing in sunny climes for the foreseeable future. Buddy-boating with *Ghost River*, they plan to cruise "as long as health and money hold out."

Total Devotion — Beneteau 500 Tim Modders & Cynthia Wilkes

Tim has been an avid sailor since he was a teenager, competing in many Bay Area racing programs. Having completed a 20,000 mile circuit that included Hawaii, French Polynesia and Mexico, he knows what to expect on this planned 4-year circumnavigation via the Suez.

Cynthia started sailing just five years ago, taking classes at Spinnaker Sailing. But both of them are equally excited about what promises to be an amazing voyage. They'll be joined by Derek Mauer on the *Puddle Jump*, who is a highly experienced Bay Area sailor.



Still cruisin' after all these years. In 'the '70s, Rebecca and Mel sailed among 'hippie cruisers'. Now, 25 years later, they're at it again.

Star of the Woods — Cooper 416 The Bacon Family, Victoria, B.C.

The Bacons are all avid sailors whose longtime base of operations has been the Royal Victoria Yacht Club. Father Hugh is an ex-Canadian Navy officer who's wanted to sail around the world since his childhood. Mother Joyce and adult daughter Stephanie — who's an avid racer — will be along for the joy ride, as will family friend Klaus Schmidt.

The ultimate goal is to circumnavigate, but phase one will take *Star of the Woods*

only as far as New Zealand where she'll stay on the hard for a season while the family briefly rejoins the real world.

Laughing Buddha — Hans Christian 41 Jim & Nancy Hegland, Ft. Walton, FL

Last but not least, we would be greatly remiss not to acknowledge Jim and Nancy. They not only organized the SoPac net which will help shepherd the fleet across the big blue, but were very generous in sharing their fleet info with us — so we could share it with you.

Ha-Ha '96 veterans, both Jim and Nancy are former air force officers who will be spending the next decade enjoying their early retirement in exotic destinations. As their boat name implies, they are both fun-loving characters.

For now, that's all we can tell you about this year's fleet. But we'll check in with these folks and others after they reach Polynesia, and we hope to bring you a wrap-up report filled with tall tales and insights. In the meantime, dream on. It could be you out there someday.

— latitude/aet

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Dan Byrne - Valiant 40 "I am happy to report to you that the Alpha Autopilot performed flawlessly for the entire BOC round the World Race. I am in awe of your device. It functioned continuously for thousands of miles without faltering, with barely discernible power drain and with sufficient muscle to handle Fantasy in gales of 60 knots gusting to 70."

Hal Roth - Santa Cruz 50 "My Alpha auto-pilot steered eighty percent of the time during my 27,597 mile BOC Round the World Race. The Alpha pilot was excellent in light following winds and the Alpha was also good in heavy weather and steered my ultra light Santa Cruz 50 on the day I logged 240 miles under three reefs and a small headsail. Just past Cape Horn I got into a severe gale and nasty tidal overfalls: again the Alpha saw me through that terrible day. Like Dan Byrne in an earlier race, I stand in awe of the performance of your autopilot. Not only were it's operation and dependability flawless, but the power demands were minimal."



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PACIFIC SAIL EXPO '99

Comparisons have ceased to be relevant. Pacific Sail Expo, now in its third year at Jack London Square, is far and away the best all-sailing show on the West Coast. A tip of the hat to Sail America for recognizing the need for such a show west of the Rockies, and then making it happen.

The third annual PSE takes place April 14-18. Upwards of 60 new sailboats will be in the water at Jack London's brand new docks for your inspection, including the west coast debuts of the Beneteau First 40.7, C&C 121, Catalina 381 catamaran, Hunter 460, Hylas 54, Jeanneau 40.5, One Design 35, Synergy 1000 (a Carl Schumacher design), and the largest new yacht in the show, the Tayana 58. At least 50 smaller craft will be on exhibit in and around the 'Big Top' ashore.

If you haven't been to a boat show in awhile — or haven't seen a new boat in awhile — we urge you to go 'kick some tires' at Sail Expo. If you are at all in the market or even a semi-serious dreamer, there is no better place to compare boats. Instead of going across town, or across the state, you can simply walk from one dock to the next.

The engineering advances evident in current models will astound the techie types, while those who appreciate more creature comforts will also be impressed. In fit and finish, as well as technology, new boats are light years ahead of where

While the new boats traditionally garner the lion's share of attention, showgoers will also be able to check out two notable used boats: the 86-ft French catamaran *Explorer* and the 1992 America's Cup contender *AmericaOne*.

As most of you probably already know, *Explorer* is famed French skipper Bruno Peyron's record-breaking battlewagon. She started life as the 75-ft Atlantic record holder *Jet Services IV*, but was lengthened and strengthened in the early '90s for an attempt at the inaugural *Trophée Jules Verne* — around the world nonstop in 80 days or less. As four other competitors dropped out one by one after breaking gear or hitting things, *Commodore Explorer* kept slapping band-aids on their damage and pouring on the steam. In one of sailing's most momentous feats, they slashed across the finish line in 79 days, 6 hours — breaking Phineas Fogg's fictitious record by less than a day. In recent years, *Explorer* has set a new trans-Pacific record and Japan to San Francisco record. Sail Expo may be your only chance to see a boat well on her way to becoming a legend in her own time.

And speaking of famous boats, not only are you going to be able to see *AmericaOne* up close, members of the *AmericaOne* team will be on hand to give tours of the boat. (They'll also have a scaled-down IACC tank test model on display at their booth.) This long, lithe 75-ft International America's Cup Class craft is now a trial horse for Paul Cayard's *AmericaOne* syndicate. But she's also the genuine article: As *Il Moro di Venezia V*, this is the same boat Cayard sailed against Bill Koch's *America³* in the 1992 America's Cup. She was the first Italian boat ever to

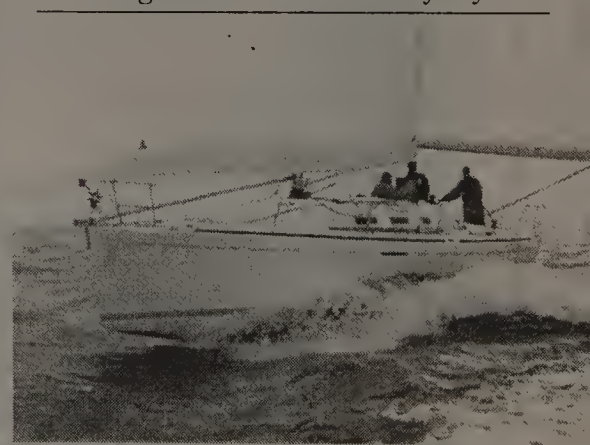
sail for the Cup and the first European boat in something like three decades to win a race against an American defender. Definitely a 'must see.'

Catalina 381.



There will be no lack of famous personalities to go with all the boats. Sir Chay Blyth is flying in from England in to chat up his New World Challenge program — the first round-the-world race due to depart (and finish in) San Francisco in 2002. Cruising legends Lin and Larry Pardey will be on hand to give seminars on storm tactics and the costs of cruising. And American multihuller Cam Lewis, who was aboard *Explorer* for the 79-day round-the-world run, will give a seminar on the all-out round-the-world competition at the end of 2000 called, simply, *The Race*.

Veteran cruiser/lecturer Barbara Barrett will talk about her latest venture, a 1,600-mile trip through Northern Europe. *SAIL* magazine's Herb and Nancy Payson's



Beneteau First 40.7

seminar *20 Years of Cruising and Still Married* proves at least some of those cruising marriages work. And local personalities like Jocelyn Nash, Kame



Hunter 460.

they were even 10 years ago. A 40-footer of today is lighter, faster and stronger than it's older siblings — and it has more room below, more attractive accommodations and more amenities. Plus, new boats just smell nice. So be sure to wear comfortable shoes that are easy to slip on and off — and plan to do some exploring.



'Explorer.'

Richards and Chuck Hawley will keep show-goers up to date on sail selection, weather prediction and safety. A more complete list of planned seminars appears in the insert included with this issue.

If you take advantage of the Opening Day festivities, you'll also get a chance to meet Bob Gay, a Bay Area sailor who will make his official announcement of a new boat and entry into the 2000-'01 Vendee

France, a year from this coming November. The boat, a 50-ft Jim Antrim design, is about halfway through the building process at Jim Betts' Truckee shop and due to launch in Oakland in late July. Look for lots more about Bob, the boat and the Ascend Communications-sponsored project in upcoming issues.

The list of exhibitors is longer and more impressive than it was even at last year's Sail Expo. It's safe to say that every service, product, school and chartering com-

SPECIAL EVENTS AND VIP TREATMENT

The opening day of the show, April 14th, is VIP Day. Open to the public, it features several added benefits. The lead off event is an opening ceremony which will feature the catamaran *Explorer's* sail into the Estuary and arrival at the show. There will then be a press conference and ribbon cutting by Mayor Jerry Brown of Oakland for both the show and new docks at Jack London Square. In addition, Bob Gay and the Ascend crew will be on hand to officially announce his entrance into the Vendee Globe. All this will be happening between 11 a.m. and 1 p.m. on the docks and new main pier at the show.

Still the biggest benefit of VIP day is likely the less crowded boats and displays which allows you more time on the boats and more attention from the exhibit staff.

VIP day also serves as an industry trade day which means there may be even more of the industry experts you want to see in attendance. We've even been told by the Sail Expo team they've made arrangements with a winery for free wine tastings during VIP day (leave your Big Gulp 'to go' cup at home, please.) All in all, it's a great day to play hooky, scout out the show and plan your strategy for the rest of the weekend. (We'll be there because we can say we're 'working'.) In fact, the show has grown so much that if you're a serious shopper you should really plan at least a couple of days there to 'do' the show right. In that case, you'll probably want the VIP ticket package. For \$15 (\$20 at the door), you get a ticket good for Wednesday, Thursday and Friday.

Globe Challenge. This brutal 24,000-mile nonstop singlehanded race around the world takes off from Les Sables-d'Olonne,

pany you can think of will be represented at the show.

Highlights of the 'booth circuit' include

the well-known 'grinding machine' at America True's booth. This is a coffee grinder geared into progressively stiffer resistance that simulates what it's like at the grinders when tacking a big boat like a maxi or IACC. See how you and/or a friend would measure up to burly America's Cup grinders during a tacking duel. It's harder than it looks!

Yale Cordage also plans a fun-sounding display. The company is bringing out one of their expensive rope-weaving machines from their headquarters in Maine. The machine will whip out jumprobes right before your eyes. Proceeds from a \$5 donation per jumprope will go to a local sailing charity.

One of the great things about cruising the Big Top at Sail Expo is that the people



J/125.

in the booths are usually experts on the product or service they represent. In more than few cases, they'll be the founders or co-founders of the company. If you're one of those people who are endlessly frustrated by automated phone systems or trying to find information on the internet, go grill a real person at Sail Expo. Not only will they be able to answer your questions, they'll likely be able to show you the new, improved version of your gadget and how much better your life will be if you upgrade.

Likewise, the charter booths are with few exceptions manned by knowledgeable folks that have actually been to the places you've been hoping to charter. They've sailed the boats you'll sail and are usually happy to share personal tips that might not be written in the brochures.

And if you're so enthused by any facet of the show that you decide on the spot to commit some of your hard-earned income, you'll be happy to know that many, many companies offer discounts and/or 'boat show specials' that can add up to substantial savings — including the purchase of new yachts.

'Test drives' and demonstration sails will also once again be part of Pacific Sail Expo. Rides will be available on a variety of craft, including the new DeWitt Dinghy, Vanguard 15, Wylie 48, Antrim 27

PACIFIC SAIL EXPO '99

and several new models from Hunter and Corsair. Passes will be available for free rides on one of several new multihulls, as well. The Bay Area Association of Disabled Sailors (BAADS) is once again hosting \$5 sailboat rides (\$3 for kids), with proceeds going to that active organization. And the Encinal YC is once again hosting a fun regatta (sponsored by Ronstan) for kids aged 8-18. If you need a break, just settle back at one of the nearby restaurants and watch your kids flail away at the competition in several types of small dinghies.

(Please note that *caveat emptor* is in effect for all the foregoing. Despite the best laid plans, life happens and plans are always subject to change. However, it works the other way, too. In past years, many memorable seminars, visiting boats or celebrities were last-minute draftees. So for the more spontaneous among you, take heart. Sail Expo has always been full of surprises.)

And whatever you do, don't forget to stop by the *Latitude 38* booth. We'll have T-shirts, back issues and 'surprise guests' dropping by all through the show. (It's

PACIFIC SAIL EXPO 1999 SEMINAR CHANGES AND ADDITIONS

WEDNESDAY, APRIL 14

12 p.m.	A Family Sails Around the World	Pam Wall	(rescheduled)
1:30 p.m.	Abandon Ship — Handling Any Emergency	Chuck Hawley/Bruce Brown	(rescheduled)
3 p.m.	Computers On Board	Marilee Shaffer	(new addition)

FRIDAY, APRIL 16

10:30 a.m.	Sail Inventory for the Cruising Couple	Jocelyn Nash	(rescheduled)
4:30 p.m.	Sail Inventory and Care for the Offshore Cruiser	Carol Hasse	(new addition)

SATURDAY, APRIL 17

12 p.m.	Heavy Weather Sailing	Carol Hasse	(new addition)
1:30 p.m.	San Francisco/Sydney Olympic Trials Update	Jonathan Harley	(new addition)
3 p.m.	Multihull Panel Discussion	Peter Hogg	(new addition)

SUNDAY, APRIL 18

12 p.m.	Heavy Weather Sailing	Carol Hasse	(new addition)
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such a surprise, most of *them* don't even know about it yet.)

Show hours are 10 a.m. to 6 p.m. every day except Sunday, when the show closes at 5 p.m. If you want to attend opening ceremonies on Wednesday (see sidebar on previous page for details), VIP tickets are \$15 (advance)/\$20 (gate) — note that VIP tickets will get you in for no extra charge on Thursday and Friday. Regular ticket prices are \$8 (advanced)/\$10 (gate) for Thursday and Friday; \$10

(advanced)/ \$12 (gate) on Saturday and Sunday. Kids under 12 are free. Discount coupons are available at many West Coast Marine outlets.

Please note that advance tickets are available only through April 9.

To order tickets, call (800) 817-SAIL. That phone number will also be good for more information on the show. You can also order up tickets or information on the world wide web at www.sailexpo.com.

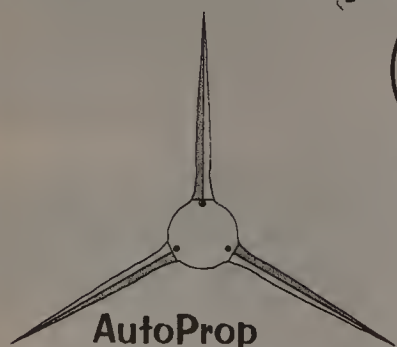
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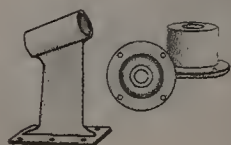
Sailboat Props



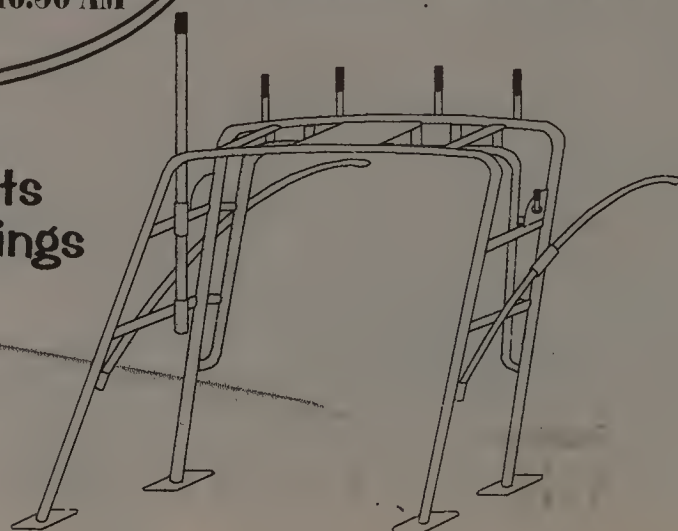
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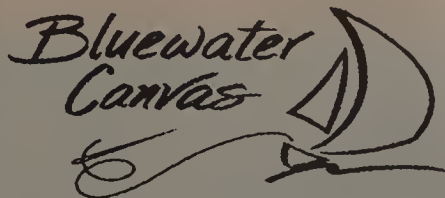
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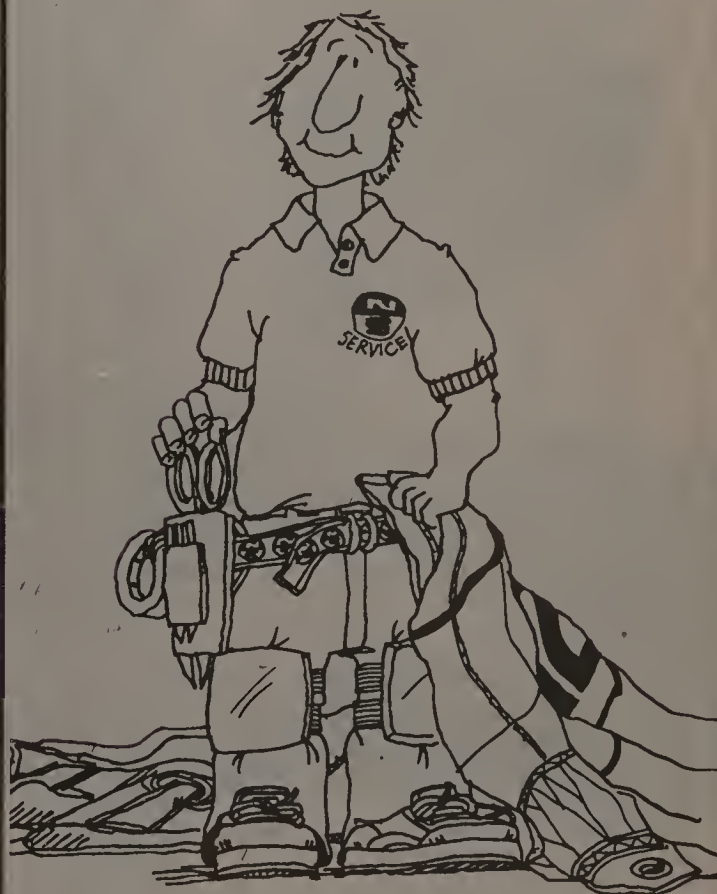
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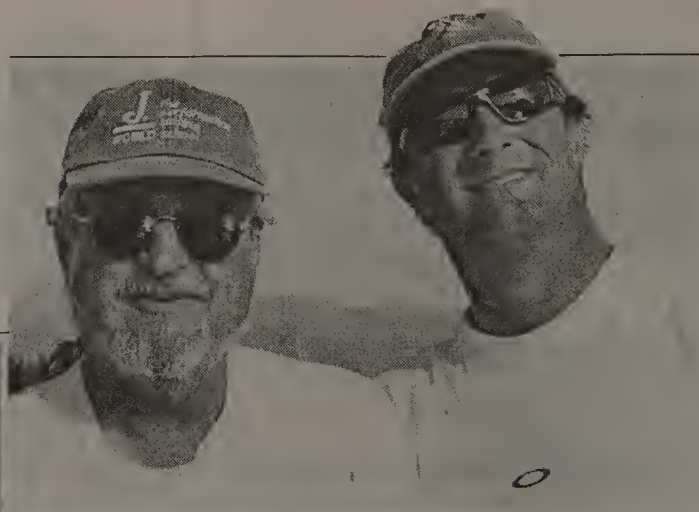
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AIR NEW ZEALAND

PUERTO VALLARTA RACE & MEXORC

"It was late afternoon off Cedros, blowing pretty hard," related SC 70 *Evolution* bowman Brent Ruhne. "We'd had a great day, lots of surfing, just reeling in the miles — a perfect Mexican race. Everyone on board was loose and relaxed, really having fun. Now it was time to jibe — no problem, but basically an all-hands maneuver in the breeze. I went forward



Mexican race and ump-teenth MEXORC. "The PV Race was quite nice other than the first day, and MEXORC has been steadily improving since switching formats several years ago. Each regatta was well-run, featured great weather and good competition. I'd give both events two thumbs up!"



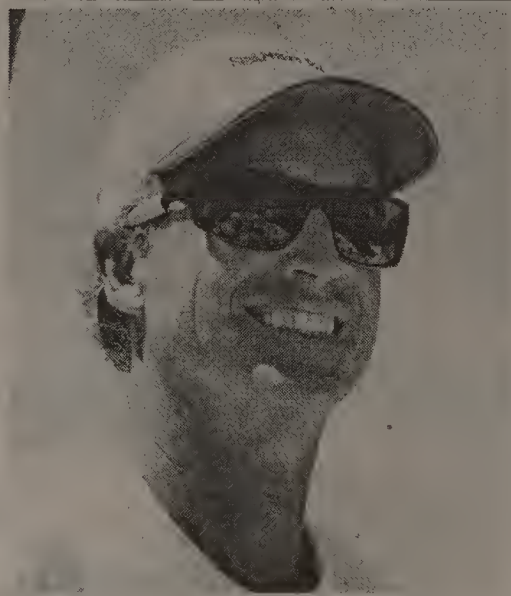
Weight aft! 'Sorcery' — all 80,000 pounds — dips her bow. Inset, double winners Dave Janes (left) and Pete Heck of the J/120 'J-Bird'.

to my usual spot in the bow pulpit, and waited for the helmsman to make the call. Our mastman, Matt Smith, stood ready to trip the pole. . .

"As the bow went down and we launched off a huge wave — right as the helmsman called 'trip' — Matt raised both hands over his head and, in his best Leonardo di Caprio imitation, screamed at the top of his lungs, 'I'm King of the World!' . . . I almost fell off the boat laughing, but somehow we managed to complete the jibe."

Del Rey YC's 15th biennial Puerto Vallarta Race, which had staggered starts seemingly every day in late February, had that kind of 'warm and fuzzy' effect on just about everyone, including the seven of us aboard Harry Smith's J/160 *Bushwacker*. We were all 'Kings of the World' for a few days and nights out there, enjoying splendid sailing conditions, the wonders of nature, the company of good friends, and — on most boats anyway — the absence of phones, computers and TVs. The following week's MEXORC Regatta, a series of six short races in

Banderas Bay, was equally delightful. Lest anyone think we're getting soft and uncritical in our old age, we consulted the highest authority we know for a second



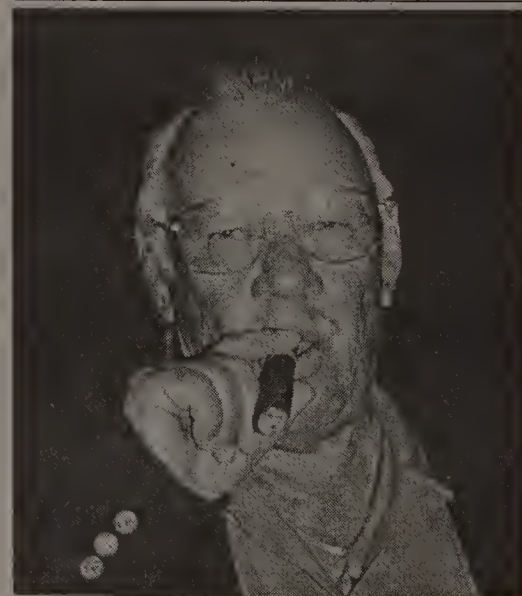
'Bake' (Doug Baker of 'Magnitude') and. . .

opinion:

"The 'cerveza circuit' was quite good this year," confirmed Tom 'The Curmudgeon' Leweck, who just notched his 52nd

The 1,125-mile migration from Marina del Rey to the tourist boomtown of Puerto Vallarta attracted a larger-than-usual fleet this year — 36 boats, of which 12 were in the cruising division. Two years ago, the fleet was down to 27 boats (16 racers, 11 cruisers), so the trend is definitely upwards, perhaps a function of the strong economy or maybe just due to the drought of Mexican races lately (it's been a year since San Diego YC's lightly-attended Punta Mita/PV Race). Whatever the reason, there was a backlog of energy and enthusiasm for Del Rey YC's historically well-run event — though with the fleet cut up into nine classes with starts spanning five days, the starting lines still weren't what you would call crowded.

Eight boats in this year's fleet, particularly the trio of turbosleds, had the raw horsepower to break the long-standing



. . . 'Jake' (Woods of 'Sorcery').

course record of 4 days, 23 hours, set by the MacGregor 65 *Joss* in 1985. The key to the PV Race has always been negotiating the three big gates — getting out of

— CERVEZA CIRCUIT '99



LEW TOMECK

the States, getting through the hole at the Cape, and finishing in Banderas Bay at the right time (i.e., not the morning). Unfortunately, chances for a record run evaporated early, as the fleet posted just double-digit days during the painfully slow going of the first 24 hours. From there, the pace quickened, with several days of wind in the 25-knot range — enough to blow out a dozen or so kites, not to mention any cobwebs in the crews' sailing skills. Still, the fastest elapsed time — *Magnitude's* 5 day, 3 hour, 46 minute effort (a 9-knot average) — was still almost five hours off Joss' increasingly legendary benchmark.

Magnitude, Doug Baker's Andrews 70+, enjoyed a great duel with Bob McNeil's R/P 75 *Zephyrus IV*. A third turbo, *Frontrunner* (ex-*Victoria*) dropped out early — while trailing both other boats — with rudder bearing problems and a torn main. *Magnitude* and *Zephyrus*, both sporting their largest asymmetrical wardrobes, matched each other move for move, constantly in sight of each other until Cabo. Sitting there in the parking lot, you could have thrown a frisbee between the two boats until *Zephyrus* caught a puff and worked out ahead by about five miles, the widest gap in the race yet. As they beat towards the Sea of Cortez looking for a fresh northerly, *Magnitude* pointed south, found the capricious breeze first and romped over the horizon, building a 20+ mile lead. That snowballed into a six-hour elapsed time victory as the winds went even more fickle near the end.

It was a hard-fought win for *Magnitude*,



'Bushwacker' buddies Tom Leweck (left) and Harry Smith. Left, the view from on high.

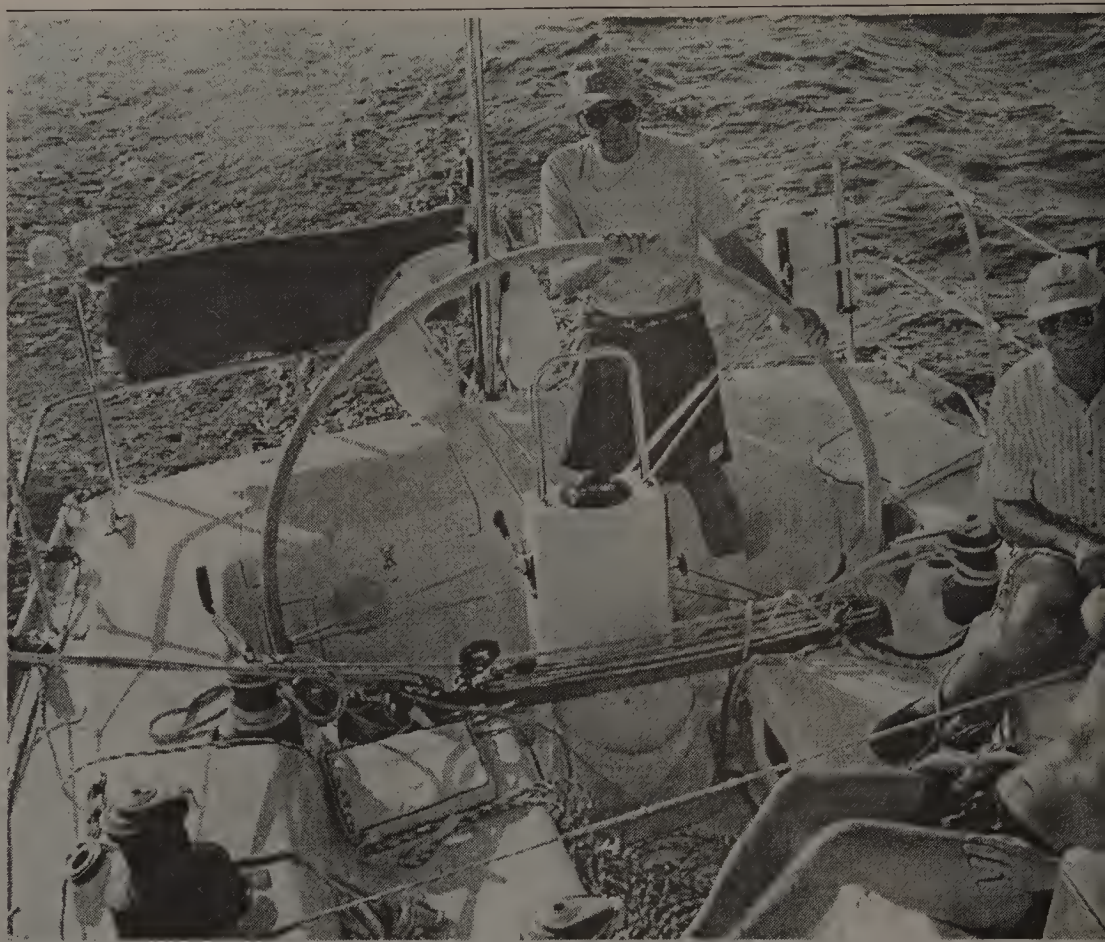
which is six feet shorter than *Zephyrus* and has a hull designed to the IOR rule (as opposed to IMS or unlimited). It was

PUERTO VALLARTA RACE & MEXORC

also no secret that the two *Zephyrus* owners had spent a truckload of money upgrading the boat and the crew, which consisted of navigator Mark Rudiger, Jeff Madrigali, John Bertrand, Big Mike Howard, Dave Culver, Chris Busch, Mark Simms and John Driscoll. But the closeknit *Magnitude* gang, led by the easy-going Baker and navigator Dee Smith, prevailed to earn their first major offshore trophy since the boat was launched just before the '97 TransPac. Among other tricks, they've figured out how to disconnect the headstay when jibing their penalty pole (38 feet instead of the regular 25-footer), which apparently makes that chore a whole lot easier.

Magnitude's winning crew consisted of Steve Dodd, Alan Harbour, Keith Kilpatrick, Doug McLean, Bill Menninger, Fred O'Conner, Mike Pentecost and Rob 'Rambo' Snyders. "The only hardship was sleep deprivation caused by the other watch keeping us up the whole time," noted Rambo. "They never stopped laughing and whooping and hollering, not even for five minutes!"

However, while all eyes were on the turbosled match race, a little boat — Dave Janes' new Bahia Corinthian YC-based J/120 *J-Bird* — ran away with overall honors. In fact, Janes, navigator/coach Pete Heck and their four-man crew earned the traditional broom at the awards ceremony for a clean sweep — first to finish, first in class and first overall. Only three boats



and enjoyed the best sailing conditions of any start. With Heck, a veteran of 30+ Mexican races (believed to be second only to Leweck) calling the shots, *J-Bird* clobbered her class, finishing in 6 days, 16 hours to correct out over their nearest competitor, *Airstream*, by almost 11 hours. *J-Bird* finished 12 hours ahead of the next boat in fleet, *Magnitude*, and four

When we were kings — the crew of the J/160 'Bushwacker' in Mexico mode. "I kept wanting to pull the pole back," said Schumacher.

Swan 46 *La Reve* similarly ran out of enthusiasm for the light air. PHRF-A was easily the most interesting battle, with three Bay Area SC 52s dicing it up with the chartered Perry 56 *Stealth Chicken*, which was visibly improved thanks to its new forward-angled keel.

When the music stopped, Bill Turpin's SC 52 *Ingrid*, the 'cruisiest' of the sister-ships, was in the best seat, not only finishing first boat-for-boat, but correcting out by over an hour on their friendly rival, Roger Sturgeon's SC 52 *Rosebud*. Other than evaporating a .6 ounce kite, the *Ingrid* gang (navigator Skip Allan, Jay Crum, Andre Lacour, Jay Parry, Mark



'Ingrid' pals (from left) Andre Lacour, Bill Turpin and Skip Allan. They won PHRF-A.

(the SC 70s *Citius*, *Holua*, and *Silver Bullet*) have swept the PV Race before, but some felt that Janes should have been given a whisk broom instead of the longer version.

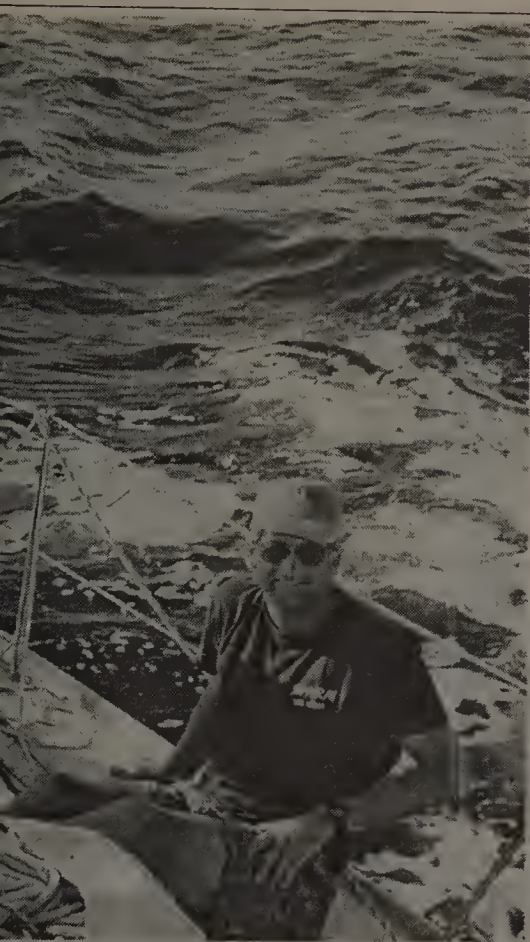
In fairness, *J-Bird* started a day before the 50s and two days before the sleds,

hours ahead of the runner-up on corrected time, *Evolution*. Not a bad showing by the 40-foot sprit-poler!

Each of the three PHRF classes consisted of just five boats, which in each case turned into four boats through attrition (Dave Sallows' Andrews 56 *Charisma* split her 8-year-old main from slatting in the early going, while the SC 50 *Lina* ran out of patience and food at the end; and the



CERVEZA CIRCUIT '99



ALL PHOTOS LATITUDE/ROB EXCEPT AS NOTED

Golsh, Dennis Bassano and Jack Otis) claimed the trip was uneventful. *Rosebud*, with Dave Hodges and Jack Halterman in the afterguard, was second, followed by the *Chicken* and the turbo SC 52 *Vitesse*, which couldn't overcome their stiff rating penalty for bumping up their rig and kite sizes.

Harry Smith's luxurious J/160 *Bushwacker* — the boat we were fortunate enough to be invited to sail on — opened the race with a lethargic 66-mile day ("The California legislature should pass a law requiring all Mexican races to start from San Diego!" claimed Leweck, who would get no disagreement from most of the rac-

'*Surprise!*' Susan and Steve Chamberlin (left) won the Cruising Division with help from crew Alison Lehman and Jerry Keefe.



ers). We improved each day, clawing back to win PHRF-B by an artificially wide ping into Banderas Bay at sunrise on the dying offshore breeze. The next two boats, *Bay Wolf* and *Blue Chip*, had to wait until the afternoon breeze filled in to finish. This was the second class win in a row for

as the wind died on the final approach. The reach across the Gulf was so pleasant that our crew took to watching videotapes during the off watches, with *The Hunt for Red October* and *As Good as It Gets* voted as best flicks.

Meanwhile, match races were going on both sides of us. Up front in the

'99 DRYC Puerto Vallarta Race

<u>Yacht</u>	<u>Design</u>	<u>Skipper</u>	<u>Yacht Club</u>	<u>Corr. Time</u>
MAXIS (Started 2/19)				
1 <i>Sorcery</i>	Mull 83	Jake Wood	California	160:17:28
2 <i>Christine</i>	Custom 100	Fred Preiss	Pacific Mariners	182:35:17
TURBO SLEDS (Started 2/19)				
1 <i>Magnitude</i>	Andrews 70+	Doug Baker	Long Beach	158:27:18
2 <i>Zephyrus IV</i>	Reichel/Pugh 75	Robert McNeil	St. Francis	166:30:23
— <i>Front Runner</i>	Andrews 70+	Lou Grasso	Newport Harbor	DNF
ULDB 70s (Started 2/19)				
1 <i>Evolution</i>	SC 70	Brack Duker	California	154:25:42
2 <i>Mongoose</i>	SC 70	Bob Saielli	San Diego	155:10:13
— <i>Grand Illusion</i>	SC 70	James McDowell	King Harbor	DNF
PHRF - A (Started 2/18)				
1 <i>Ingrid</i>	SC 52	Bill Turpin	St. Francis	160:24:27
2 <i>Rosebud</i>	SC 52	Roger Sturgeon	Santa Cruz	161:37:14
3 <i>Stealth Chicken</i>	Perry 56	Lee Lewis	Del Rey	162:39:28
4 <i>Vitesse</i>	SC 52+	Bliss Siegel	Royal Ocean	170:21:29
— <i>Charisma</i>	Andrews 56	Dave Sallows	Encinal	DNF
PHRF - B (Started 2/17)				
1 <i>Bushwacker</i>	J/160	Harry Smith	California	162:47:14
2 <i>Bay Wolf</i>	SC 50	Kirk Wilson	Cabrillo Beach	167:15:27
3 <i>Blue Chip</i>	Farr 40	Walt Logan	San Francisco	167:15:58
4 <i>M Project</i>	Sprint 50	Manouch Moshayed	Bahia Corinthian	170:42:46
— <i>Lina</i>	SC 50	Walter Pressel	Pacific Corinthian	DNF
PHRF - C (Started 2/17)				
1 <i>J-Bird</i>	J/120	David Janes	Bahia Corinthian	150:57:28
2 <i>Airstream</i>	Centurian 42	Michael Roach	California	161:52:56
3 <i>Phoenix</i>	Kitiara 37	David Fell	Seal Beach	203:20:01
4 <i>Goodnight Moon</i>	Swan 431	Carl Vanderbeek	Dana Point	204:01:36
— <i>Le Reve</i>	Swan 46	E.J. Gantz	Los Angeles	DNF
MULTIHULL (Started 2/20)				
1 <i>Double Bullet II</i>	Custom 76	Bob Hanel	Cabrillo Beach	88:24:38
CRUISING DIVISION A (Started 2/12)				
1 <i>Surprise</i>	Schumacher 46	Steve Chamberlin	Richmond	1,3,1
2 <i>Amazing Grace</i>	Farr 55	Allen Puckett	California	2,5,2
3 <i>Pegasus</i>	Hunter 54	Hall Palmer	St. Francis	3,1,4
4 <i>Allegra</i>	Baltic 55	John Cahill	Seattle	5,2,3
5 <i>Ariel</i>	Tradewinds 40	Hugh McIntyre	California	4,4,6
6 <i>Boat</i>	Swan 44	Norman Krevoy	Del Rey	6,6,5
CRUISING DIVISION B (Started 2/12)				
1 <i>Pakele</i>	Islander 36	Gary Gould	Navy-Channel Is.	1,1,3
2 <i>Blue Nomad</i>	Nordia 58	Bob Truett	Royal Air Force	5,2,2
3 <i>Sequestered</i>	Freedom 45	Melvyn Fliegel	Del Rey	6,5,1
4 <i>Battalion I</i>	Endeavor 43	Butch Johnson	Del Rey	2,6,4
5 <i>O'Liberty</i>	Liberty 458	Lindley Metzinger	Women's Sailing	3,4,5
6 <i>La Buena Vida</i>	Island Packet 38	Leonard Edwards	Cabrillo Beach	4,3,DNS

Smith and navigator Tom Leweck, who were reinforced this time by crew Carl Schumacher, Craig Fletcher, Deke Klatt and John Tesman.

Like most classes, the PHRF-B race still belonged to anyone at the Cape, where the traditional 'restart button' was pushed yet again. *Bushwacker* escaped by taking the Cape wider than her peer group, and then sagging low on the approach to PV, only to slingshot back up

SC 70 one design group, Brack Duker's *Evolution* put away *Mongoose* by 44 minutes, finishing in 5 days, 15 hours. Meanwhile, *Grand Illusion* quit (for the second time in a row) in frustration 80 miles out of PV, finding themselves dead upwind of the finish line in almost no wind. *Taxi Dancer* pulled the plug on the race at the last minute due to rig problems, which left this first race of the ULDB 70 season championship just a three-boat affair.

PUERTO VALLARTA RACE & MEXORC

Evo's winning route was inside down the coast of Baja, but then switching outside at the Cape. "Unlike everyone else, we never really stopped moving," reported crewmember Ruhne. The winning crew also included navigator Peter Isler, Jim Linskey, Bill Herreschaft, Bob Mosher and



The racing was totally savage. . . on the go-cart track. Walt Logan ('Blue Chip') wheels his friend Susan around after her crash.

Brad Avery.

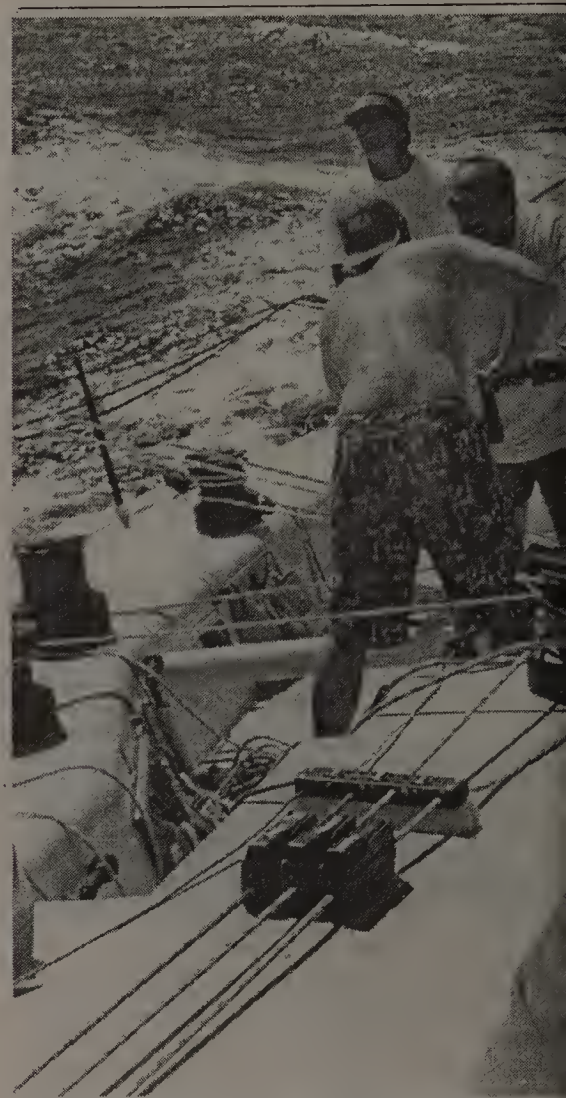
Further back, Jake Wood's Mull 83 *Sorcery* got the best of their battle with the behemoth *Christine*, which they actually only saw at the start. Sailing about 50 miles inside *Christine*, they beat her into PV by just over an hour. On corrected time, that margin swelled to 22 hours, a convincing win for Jake and his 18-man crew. "*Sorcery* is a trip," reported new crew Will Paxton. "It takes three people to do anything on that boat — the loads are tremendous! Fortunately, the boat is really well maintained and other than ripping a few kites, we didn't break anything major or hurt anyone."

Bob Hanel's homemade 76-foot catamaran *Double Bullet*, sailing alone in the Multihull Class, reeled off a 378-mile day

en route to finishing in just 3 days, 16 hours. They averaged 12.72 knots in setting a new absolute course record — no surprise, as they are the first multihull ever invited to sail in the race.

Eleven of the 12 boats in the Cruising Division arrived safely in Puerto Vallarta, all quite happy with their four-leg foray into Mexico. The boat that didn't make it all the way stayed in Cabo San Lucas due to a rumored crew mutiny, which sounded justified from the sketchy account we heard. Allen Puckett's Farr 55 *Amazing Grace*, overall winner of the first two Cruising events ('95 and '97), was back to make it a three-peat — but it wasn't to be. Steve and Susan Chamberlin's Richmond-based Schumacher 46 *Surprise* put together the winning 1,3,1 combination in Cruising Division-A and overall, sailing with friends Bill Williams and Ted Kelly for the first two legs (Turtle Bay, Santa Maria) and then with Alison Lehman, Jerry Keefe and Bob Bascom for Leg III (Cabo to PV). Other than two hours of motoring at the start, *Surprise* sailed the whole way. "The cross-over point seemed to be around four knots of boatspeed," said Steve. "Under that, it paid to use the motor. Over that, we sailed."

The Chamberlins, who claimed the cruise/race experience was "well-run and really worthwhile," are now enjoying a three-month sabbatical cruising around Mexico. The winners of Cruising-B, Gary and Adrienne Gould on their *Islander 36 Pakele*, also used the 'rally' to kick off a cruise, though theirs is open-ended. We envy both couples!



On board 'Magnitude' during the long distance race of MEXORC. Below, a typical PHRF-D start.

At the awards ceremony, virtually everyone won a trophy — including Nancy Potter of *Vitesse* for being the 'fastest woman' in the fleet, Earl Kerney (*Goodnight Moon*) for being the last place cook, roll-call coordinator Mike Priest (*Stealth Chicken*) for sportsmanship, Lee



CERVEZA CIRCUIT '99



Lewis (*Stealth Chicken*) for top DRYC boat, and so on. From what we can tell, everyone went home happy from this one.

The 23rd MEXORC — abbreviated to six races (five buoy contests and one 28-mile 'long distance' tour) over four days 'Natty' men — Jorge Ripstein and Dave Ullman won PHRF-B again — with straight bullets!



cans are notoriously late getting off the dock, and paid for it one morning). Combined with perfect sailing conditions, this was a memorable regatta.

The big winner, once again, was Dave Janes' J/120 *J-Bird*, which romped to a 1,(3),1,2,2,1 series. Not only did Janes get a new watch, his boat was deemed the overall winner of the regatta based on a Key West-type scoring system which determined his 9-boat class to be the most competitive. It was a productive road trip for Janes, a relative newcomer to yacht racing — but obviously a good manager of people and a quick learner.

Sorcery got the best of the two turbosleds in 'A', in what *Zephyrus* crewman Mark Simms likened to "an IBM Selectric racing two laptops." We had the pleasure of sailing with Doug Baker on *Magnitude*, and thus had a front row seat to watch the action. We're still not sure what it all proved, except perhaps that in

MEXORC REGATTA '99

Cl	Yacht	Design	Owner	Home Port	Rating	Totals
CLASS A						
1	<i>Sorcery</i>	Mull 83	Jake Wood	Los Angeles	31	5.00
2	<i>Zephyrus IV</i>	RP 75	Bob McNeil	San Francisco	0	9.00
3	<i>Magnitude</i>	Andrews 70+	Doug Baker	Long Beach	3	13.00
CLASS B						
1	<i>Nitissima</i>	R/P 45	Jorge Ripstein	Acapulco	113	5.00
2	<i>Stealth Chicken</i>	Andrews 56	Bill Murray	Long Beach	61	12.00
3	<i>Quintessence</i>	R/P 43	Chatto Saenz	Acapulco	121	13.00
4	<i>Blue Chip</i>	Farr 40	Walt Logan	San Francisco	76	15.00
CLASS C						
1	<i>Team Azteca</i>	Capri 37	Team Long Beach	Los Angeles	165	7.00
2	<i>Crew 2</i>	Capri 37	G. Tapia	Guadalajara	165	14.00
3	<i>Super Tlocac</i>	Capri 37	M. Vazquez	Guadalajara	165	17.00
4	<i>Saeta</i>	N/M 42	R. Partida	Guadalajara	128	20.00
5	<i>Chivos</i>	Capri 37	F. Rabago	Guadalajara	165	23.00
6	<i>Bandido</i>	Frers 42	R. Ambroce	Acapulco	119	25.00
7	<i>Iemanja</i>	Frers 42	J. Escalante	Acapulco	133	27.00
8	<i>Dread Naught</i>	Capri 37	L. Legorreta	Puerto Vallarta	165	31.00
9	<i>Sting</i>	Capri 37	E & J Oetling	Puerto Vallarta	165	43.00
10	<i>Barlovento</i>	Capri 37	J. Gonzales	Puerto Vallarta	165	43.00
CLASS D						
1	<i>J-Bird</i>	J/120	David Janes	Newport Beach	133	7.00
2	<i>Iorana</i>	Ben 42	R. Brockman	Acapulco	163	9.00
3	<i>Veloce</i>	J/120	A. Baptista	Acapulco	133	13.00
4	<i>Bagheera</i>	J/120	F. Guzman	Acapulco	133	19.00
5	<i>Tatei</i>	J/120	C. Cardenes	Acapulco	133	20.00
6	<i>Blue Heron</i>	J/37	D. Anderson	Seattle	160	31.00
7	<i>Ayacucho</i>	J/130	J. Yturbe	Mexico City	103	32.00
8	<i>Desparado</i>	Yawl	K. Quast	Puerto Vallarta	253	39.00
9	<i>Shamadi</i>	N/M 41	Unknown	Acapulco	128	45.00

— began the next day, February 28. Six of the PV Race boats stuck around to sail with 20 Mexican boats in four different divisions. With Rolex watches on the line for each class winner, the competition was surprisingly fierce. We're also pleased to report that the race committee work was spot-on this time, even to the point of starting all the races on time (the Mexi-

their present configuration, *Magnitude* is better downwind (which bodes well for TransPac), *Zephyrus* is better upwind, and neither boat is 30 seconds a mile faster than *Sorcery* around the cans in a breeze.

Perennial MEXORC champ Dave Ullman teamed up with Jorge Ripstein on the canteloupe-colored R/P 45 *Nitissima*

PUERTO VALLARTA RACE & MEXORC

to take Class B (for fractionally-rigged, PBO-outfitted boats) for the second year in row — this time with five straight bullets! *Natissima* didn't need to sail the last day, so Ullman flew out early to attend the SORC. Walt Logan's Farr 40 *Blue Chip* had a frustrating regatta, regretting the 15-second/mile penalty they elected to take in order to fly masthead kites.

The fourth Rolex went to Team Long Beach, which chartered a Capri 37 and, with Hank Schofield on the wheel, schooled the locals. This class also saw some rating controversy, with the owners of the IOR boats beefing that the Capri 37s were rated too generously. Meanwhile, the Long Beach syndicate, whose six members often can be found sailing Bear Myers' Choate 37 *Bingo* and LBYC's Catalina 37s, are debating whether to take turns wearing their expensive new time-piece or sell it to cover the cost of doing MEXORC again next year.

Next up on the 'cerveza circuit' is



Vini, vidi, vici — Team Long Beach beat the local Capri 37sailors at their own game.

the Ensenada Race on April 23, as good an excuse as any to spend a three-day weekend south of the border. The 'varsity' circuit resumes in the fall with Long

Beach YC's Mazatlan Race (November 10), followed next winter by San Diego YC's shorter Punta Mita/PV Race (February 15) with MEXORC afterwards. The 'Kings of the World' will gather again, and we recommend you join them.

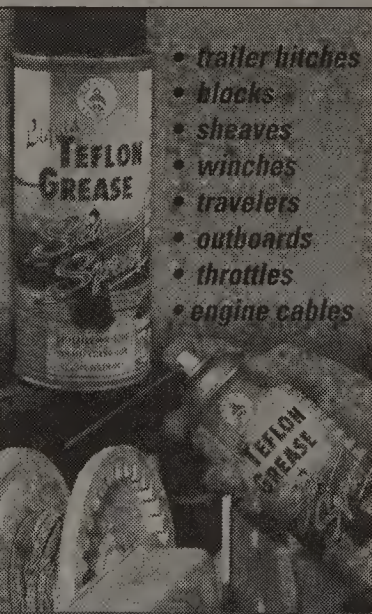
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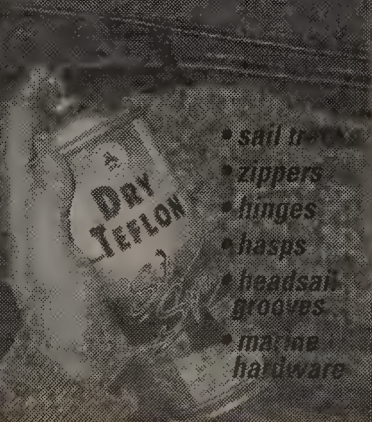


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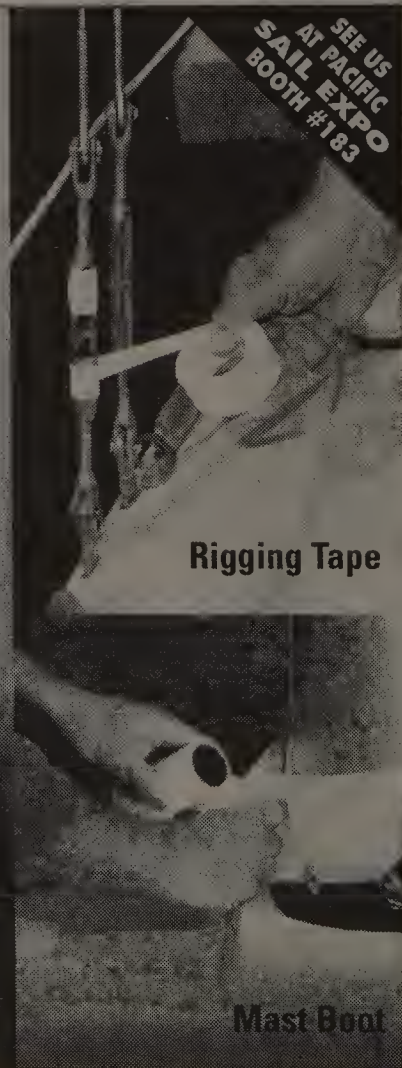
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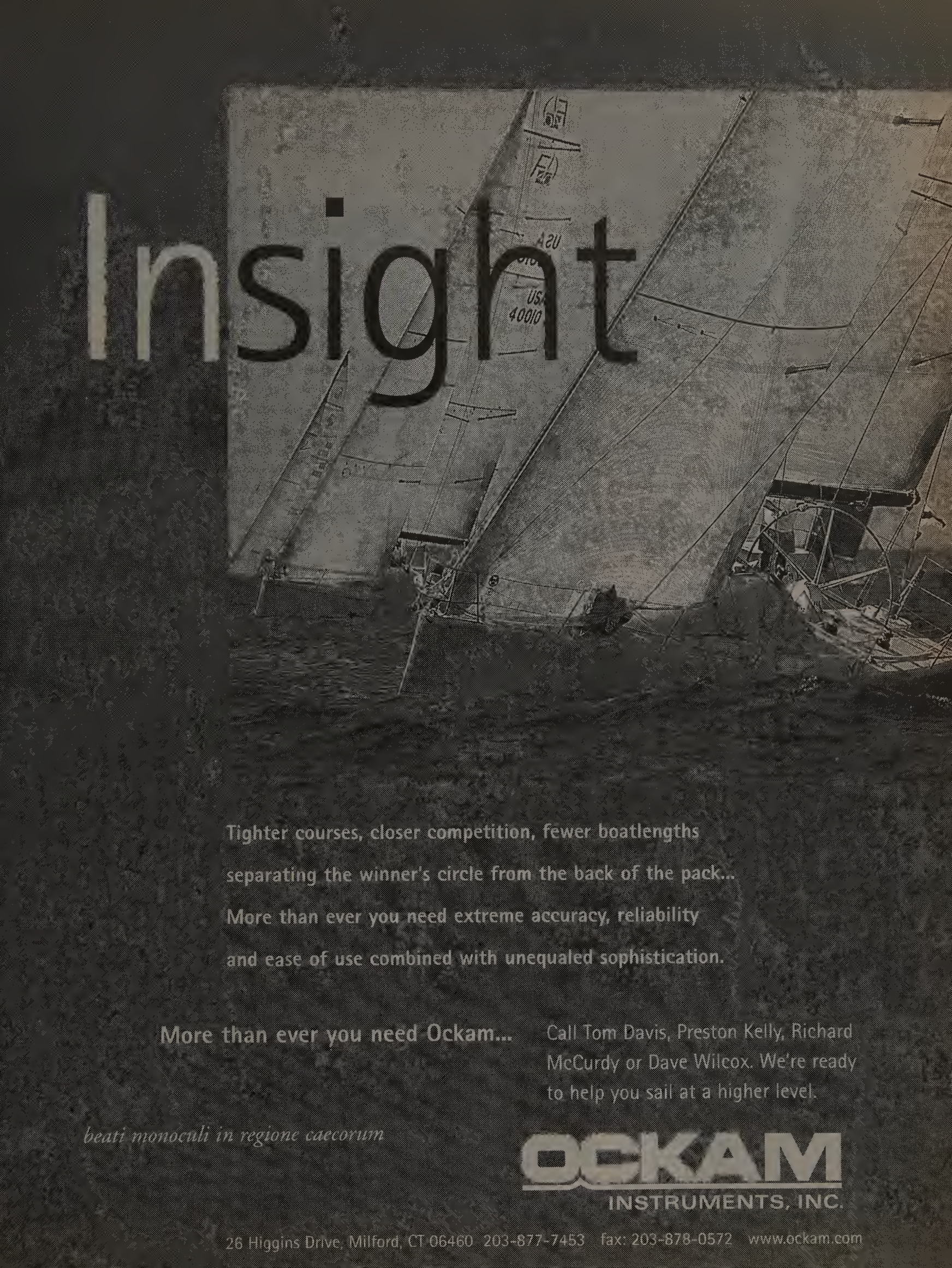
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A LITTLE BIT OF SOLE

Some new excitement in the Berkeley Olympic Circle area is causing some Bay sailors to think the unthinkable — fishing from their sailboats.

Until recently there was little reason for most sailors even to consider fishing. The most popular catch, salmon, generally requires a long trip outside the Gate, and other local fish are either too little (perch) or too polluted (striped bass) to bother about.

But times have changed. Thanks to new restrictions on commercial gill netting, there is a huge population of ocean halibut that enters San Francisco Bay each spring to spawn. These fish range from 22 to 36 inches in length, and from 8 to more than 20 pounds. They are excellent eating. Last year, recreational fishermen caught an estimated 15,000 to 20,000 halibut in the Bay.

fishing is legal year-round, the local season, which runs from April through September, is just beginning. If nothing

else, it's a new way to pass the time during a race postponement!

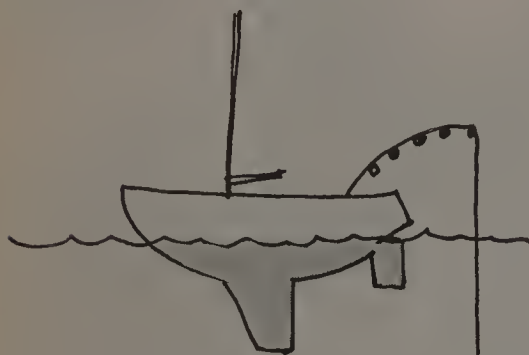
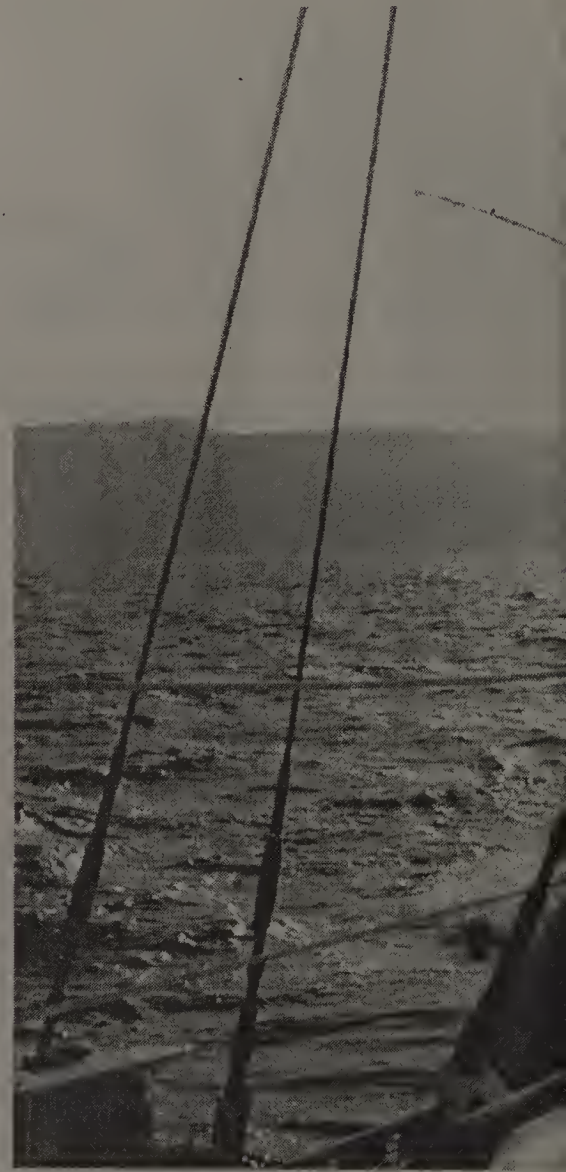
Deep keels and high windage make sailboats ideal for drift fishing

Here's what you'll

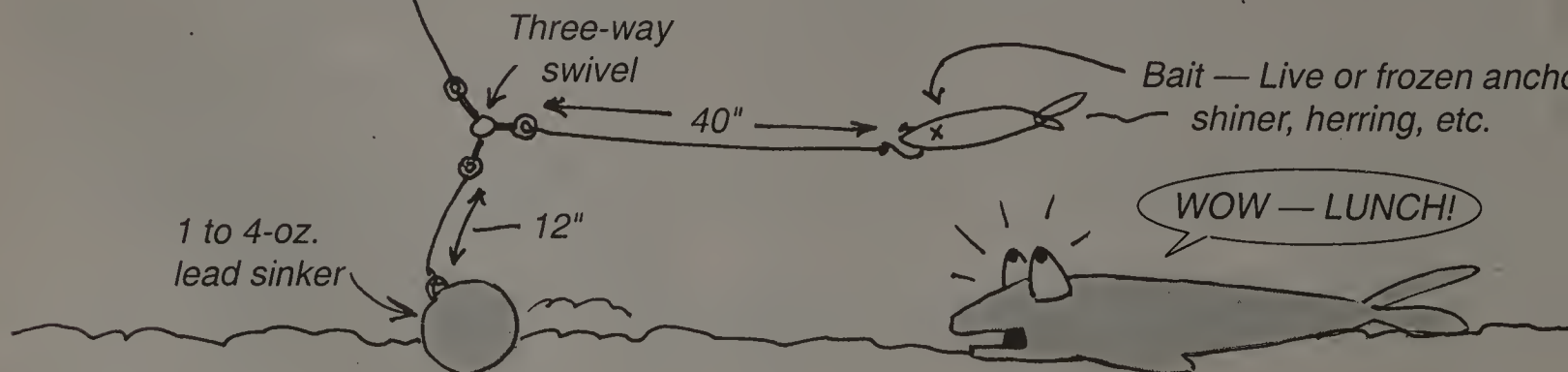
need to catch some beautiful halibut:

Rod, reel and line — You can use any medium-weight, saltwater rod, and a reel capable of handling 20-pound test line, with a drag of some sort. A conventional reel is best, but if you think you might do some surf casting someday, heavier spinning reels work fine. The low end is about \$70 for such a setup at West Marine, Big Five, Sears, etc. Most local fishing stores offer comparable deals and the added benefit of excellent advice.

Net or gaff — Once you lose your first big fish after playing it perfectly to the boat, you'll realize that you should have gotten a good net in the first place. Be sure it's heavy enough to lift a 35-pound fish (equivalent to a well-packed suitcase) out of the water. Last season, we lost a salmon of that size when it tore right through a cheap net. Cost is \$35 to \$55. Gaffs are cheaper, but trickier to use.



Halibut rig should be set up so the only part touching the bottom is the sinker. Bait should appear to 'swim.'



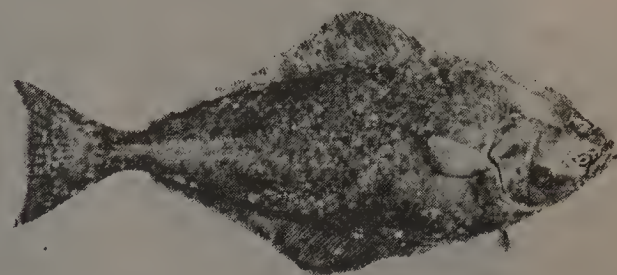
The best news for sailors is that these big fish are easily caught with simple gear, drifting in a sailboat on our prime sailing grounds, between the Berkeley Pier and Southampton Shoals. And though halibut

Three-way swivel and hook — The basic halibut 'live bait' rig has a three-way swivel. It includes a short line for your sinker and a longer leader pre-tied to a single hook. You tie your fishing line to

the third hole on the swivel. Get three of the sizes that the tackle shop recommends, and be sure your hook is very sharp!

Sinkers — Torpedo or cannonball

— HALIBUT FISHING FROM A SAILBOAT



California halibut are one of about nine species of fish that share the name. The largest ones weigh upwards of 400 pounds, but don't worry, those are only in deep water off Alaska. Young halibut look like normal fish, swimming upright with an eye on either side of their heads. As they mature, the eye migrates and the fish 'assumes the position'. Despite their awkward appearance, halibut are active hunters and sometimes jump clear of the water as they make passes at schools of small fish near the surface.

which is why the early morning is favored.

Bait the hook by passing the point up under the chin and jaws of the anchovy, out through the top of the head. Let the line out so that the sinker falls directly to the bottom. Use the minimum amount of weight necessary to keep the sinker bouncing along the bottom pretty much directly below you. Never let it extend more than 45 degrees out from the boat.

BERKELEY YC 2ND ANNUAL FISHING-FROM-SAILBOATS HALIBUT DERBY

That bastion of hard-core sailboat racers, the Berkeley Yacht Club, will be sponsoring its annual halibut-fishing-from-sailboats derby on Sunday, May 23, at the height of the halibut season. (The early morning tides will also provide excellent fishing conditions). All you have to do to enter is identify your boat while fishing by flying a white cloth from your backstay. You must also arrive at the dock with your fish for the official measuring at 12:30 PM. All halibut entered will be subject to barbecuing and consumption by participants, whether they catch a fish or not. For further information, please call (415) 421-4849.

On the Friday evening prior to the event (May 21), there will also be a short course on halibut fishing at the Berkeley YC. This includes a rare showing of BYC's cult instructional video, *Let's Get Some 'But*.

(Editor's Note: Even if you're not going fishing, go for the video. It's great!)

It may take a bit of fiddling with sinkers, reel drag and even lighter line to achieve the best arrangement on a given day.

Bringing in a 'flattie' from a drift-fishing sailboat. Morning, before the wind comes up, is usually the best time to fish.

shapes are best. Buy several sizes from one to four ounces; more if you want to try this in high winds or heavy currents.

Bait — The pros will recommend live anchovies, but frozen anchovies or herring seem to work just as well, and they are readily available, much cheaper and easier to keep. (You can also catch live anchovies and shiners, using small hooks or shrimp-fly rigs, right in your marina.) Total cost for tackle, sinkers and frozen bait should run no more than about \$12.

Fishing license — This ranges from \$6.05 for a day permit to \$16.30 for an annual saltwater license.

The final piece of gear is a yardstick or tape measure — the minimum size for halibut is 22 inches. You can take three fish per day.

The total of all your gear and bait should come in under \$150. If this seems a bit much, check the price of fresh halibut at your local market and calculate how many you need to catch to pay for

the gear. Hint: it's less than two.

Fishing for halibut is 'drift fishing.' You sail to the fishing grounds, drop your sails, put out your fishing lines and drift slowly over the bottom. The configuration of deep keels and high windage aloft makes sailboats ideal for drift fishing.

There are halibut all over the Berkeley flats, so there is no one 'best spot'. Just find an area of 12 to 25-foot-deep water where you can drift for a while without danger, and where other boats — especially party boats — have not just been fishing. There is no reason to join the sheep-like power boats that always seem to bunch together. (After you catch a couple they will likely bunch around you.) If you're in doubt, try the area between Olympic Circle "E" buoy and the end of the pier.

Most people think that the best fishing is either side of high tide when slack water provides the best clarity for the fish, but there is still some current. For the Berkeley flats, the key issue is often wind,

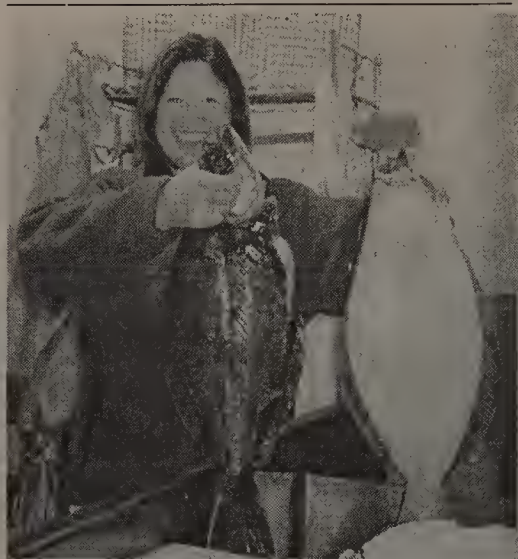
GEORGE CLYDE

A LITTLE BIT OF SOLE

Adjust your reel so that the line will play out if the bait is taken — either free spooling on the 'clicker,' or a very light drag. Then be patient, because it's just a matter of time before a halibut strikes.

Feel the sinker bounce along the bottom as you drift along. Sooner or later it will attract the attention of a waiting halibut, who will find the trailing anchovy irresistible.

Far more fish are lost by yanking too soon on the line than for any other reason, so resist the urge to jerk the pole back when you first feel a nibble. That will likely



Sheri Clyde with the catch of the day. The author and his wife fish from an Ericson 38.

will be very clear that you have a fish on the line! Then set the hook with a strong yank (with your thumb on the reel). Now tighten down the drag and start reeling in your dinner.

Keep tension on the line with a firm drag, and get the fish to the boat as soon as possible. Let your buddies keep fishing while you try to avoid their lines and keep the halibut away from your prop and rudder, where the line could tangle. On sailboats, it's best to try to bring the fish in amidships.

Don't try to lift a fighting halibut out of the water with your pole, as you will surely break the line or let the fish escape. Instead, gently put the net (or gaff) in the water (don't spook the halibut by 'spearing' at it) and lead the fish to the net/gaff before you capture it. Then quickly get the fish onboard, where it can't jump out. A winch-handle blow between the eyes (or cheap liquor poured over the gills) will end the battle. Now put the halibut in a plastic trash bag, throw it in the cooler, and get your line out again.

IS IT SAFE TO EAT?

Fishermen are frequently warned to limit consumption of fish caught in San Francisco Bay. The recommendation for adults is no more than two meals a month. Young children, pregnant women and nursing mothers are advised not eat Bay fish at all. But 1997 tests by the San Francisco Estuary Institute show that Bay halibut is about as safe as that sold in markets and restaurants, and a lot safer than some other seafood.

Halibut have the advantage of feeding almost exclusively on anchovies and other live fish and spending most of their lives in the relatively clean waters of the Pacific Ocean. Probably for these reasons, halibut caught in the Berkeley area and San Pablo Bay were well below the EPA precautionary 'screening' levels for pesticides, PCBs and other organic contaminants.

Mercury, found in almost all ocean

fish, averaged 0.29 ppm in these Bay halibut. Although this is slightly higher than the EPA precautionary level of 0.23 ppm, it is well below the FDA maximum for commercial seafood of 1.00 ppm, a level which the FDA says can be exceeded in store-bought swordfish and shark and in sushi-bar tuna. In fact, Bay halibut have about the same mercury content which the FDA found in commercially harvested ocean halibut (0.24 ppm).

Dr. Jay Davis, who headed the San Francisco Estuary Institute study, said that Bay halibut "is one of the cleanest species in the Bay, maybe the cleanest."

As with any fish, your halibut should be gutted and the skin removed. Halibut skin comes off easily when the fish is steamed or poached, which happens to be the most delicious way to cook it. And its unusual structure makes it very easy to fillet, with no small bones. *Bon appetit!*

pull the bait out of the halibut's mouth and scare it away. Many pros recommend that you rest your pole against the rail

and just watch it. After a first nibble at the tail of your bait, a halibut will generally take the entire thing — at which point it

One word of warning about halibut fishing: it's easy to get 'hooked'. In that case, you'll start wanting to know fisherman-type things like "How're they're biting today?" A quick indicator is to check the number of boats fishing near the end of the Berkeley Pier. More information is available each Thursday in the *Chronicle* and *Examiner* fishing reports, and from bait shops and party-boat operators in Berkeley and Emeryville anytime. You can also check out these websites and their links: www.usafishing.com or www.fishsniffer.com.

Good luck!

— **george h. clyde, jr**



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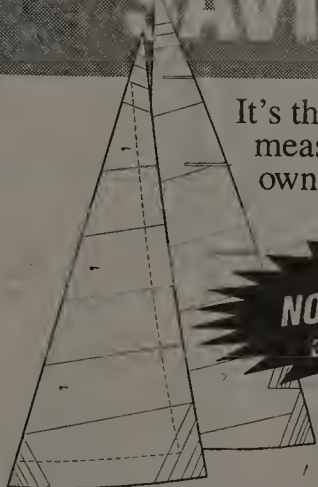
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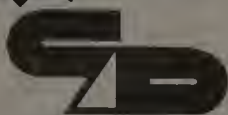
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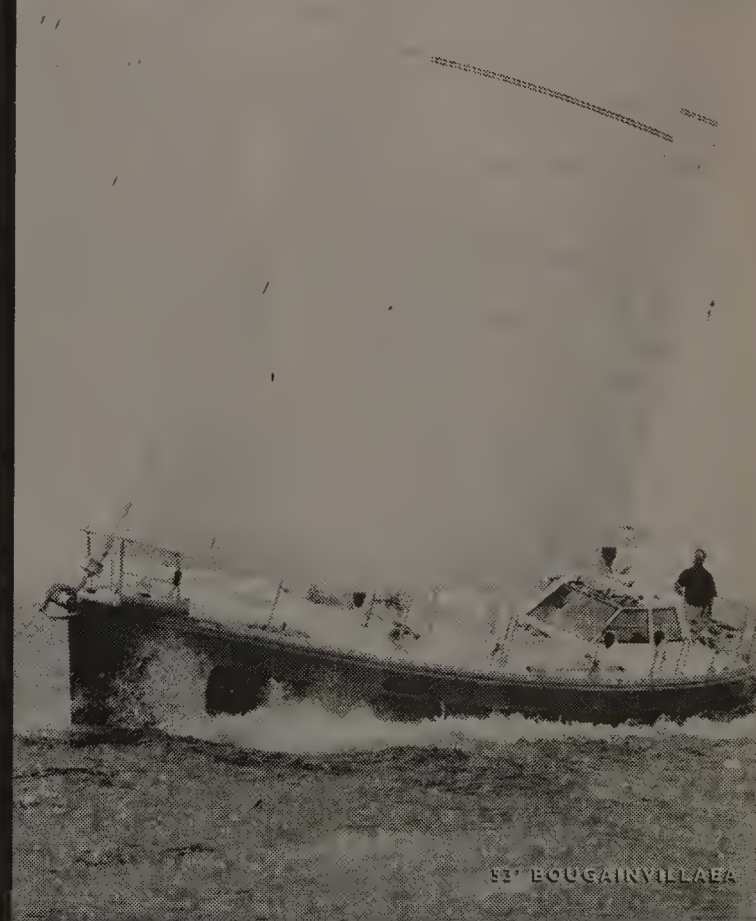
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BIG DADDY REGATTA —

The first big PHRF jamboree of the year, Richmond YC's 17th annual Big Daddy Regatta, brought out a healthy 95-boat fleet on March 13-14. The competitors were treated to RYC's unique brand of down-home hospitality, which this year began with three buoy races (instead of two) on two separate courses off the Berkeley Circle on Saturday. Following a fun Saturday night party (featuring free beer in the afternoon and a live band after dinner), a smaller fleet braved the rain on Sunday in the just-for-grins 12-mile Big Daddy Pursuit Race around Angel Island.

Sporting the biggest grin of all at the Sunday afternoon champagne awards ceremony was Andy Hamilton, who sailed his Wylie Wabbit WPOD to a relatively rare double victory — not only did he win his 17-boat division on Saturday, he also took the Pursuit Race overall. "We had perfect Wabbit conditions all weekend!" claimed Andy, a mechanical engineering grad student who lives in San Rafael. He and crew Mark Harpainter and Ben Costello chose a counter-clockwise route around the island, finishing the Pursuit Race comfortably ahead of the Melges SUV, the Antrim 27 *Always Friday*, and the first 'wrong way' boat, the new Farr 40 *Temptation*. Not only did Hamilton hit the regatta jackpot, he spent less on his 'lottery ticket' (\$1.75/foot entry fee) than anyone else.

Also taking a bow in the weekend spotlight were two new big boats, Mike Condon's right-out-of-the-box Farr 40 *Temptation*, and Dale Williams' new-to-him Farr-designed ILC 46 *Aoba*. Both boats sailed well in their inaugural outings, but lost to Bob Garvie's well-oiled N/M 49 *Bullseye*, which had Dee Smith and Craig Healy in the afterguard. A number of other boats also debuted under new management, including Anna Stockel's modified SC 50 *Sundowner* and Lee Pryor's Mt. Gay 30 *Sticky Fingers*.

Two boats distinguished themselves with triple-bullet performances, Dean Treadway's veteran Farr 36 *Sweet Okole* and Torben Bentsen's Hawkfarm Roadhouse *Blues*. Meanwhile, the Wabbit *Hip Hop* also distinguished itself, but for the wrong reasons — while sailing on port, *Hip Hop* was seriously T-boned by a star-

continued on page 194

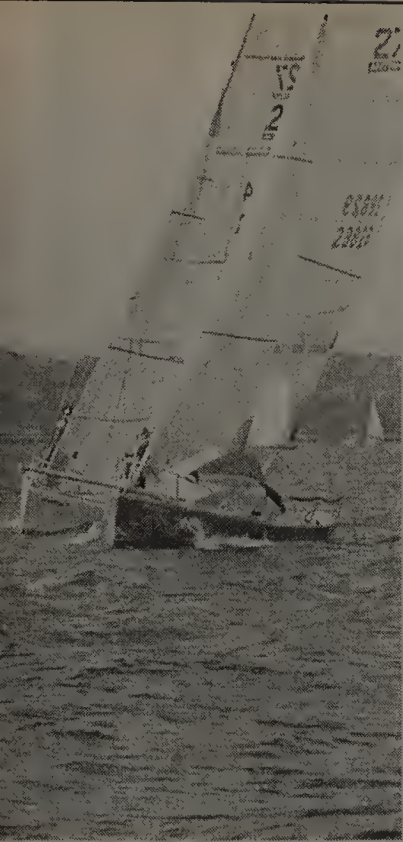


Clockwise from upper left — The Wabbit 'Furrari' on the starboard tack layline; 'Azzura' points her proboscis at us; the big boat starts were no place for the faint of heart; 'Spindrift V' expressing itself; 'Bullseye' (in foreground) ahead of 'Aoba' and 'Temptation'.

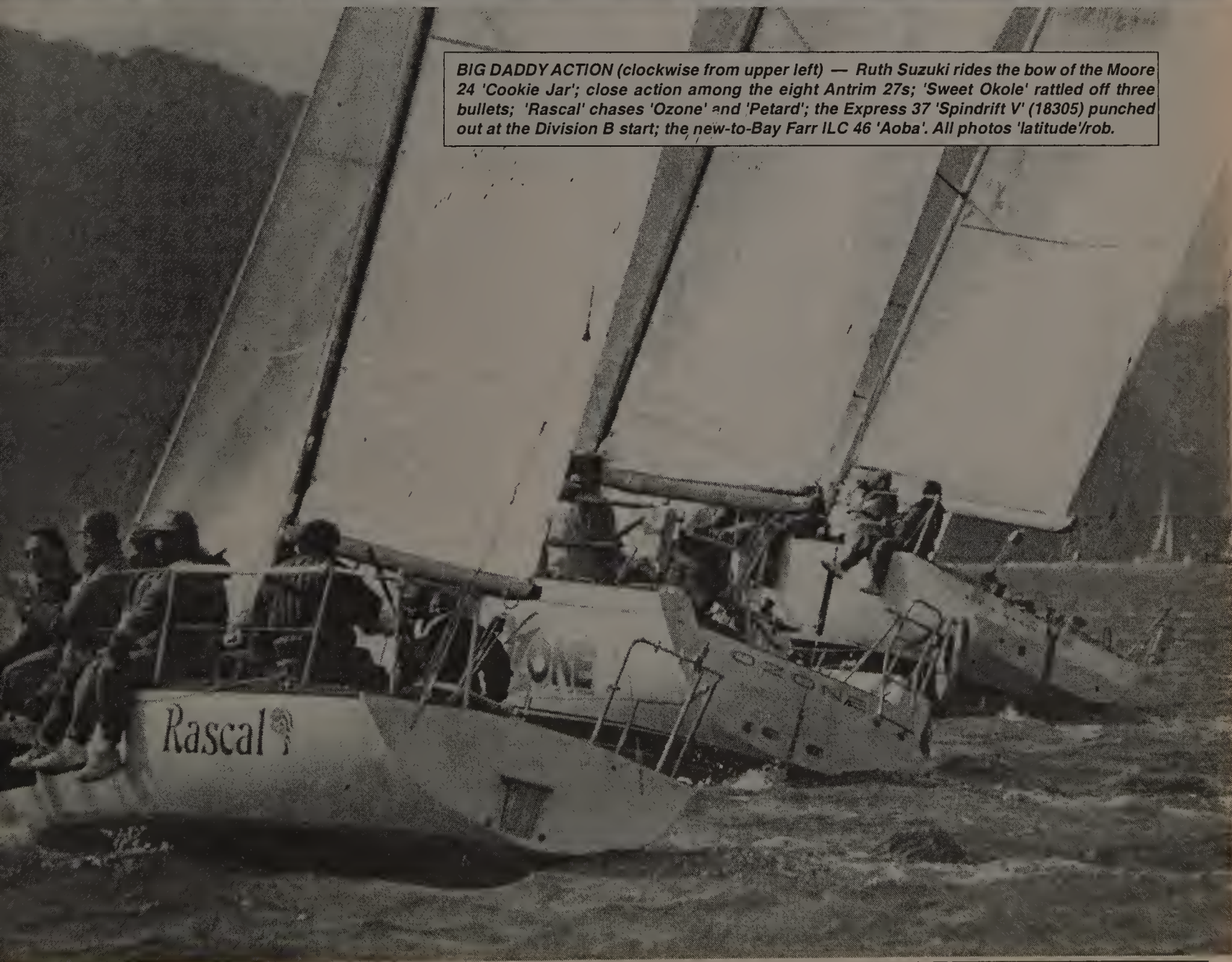
MARCH MADNESS







BIG DADDY ACTION (clockwise from upper left) — Ruth Suzuki rides the bow of the Moore 24 'Cookie Jar'; close action among the eight Antrim 27s; 'Sweet Okole' rattled off three bullets; 'Rascal' chases 'Ozone' and 'Petard'; the Express 37 'Spindrift V' (18305) punched out at the Division B start; the new-to-Bay Farr ILC 46 'Aoba'. All photos 'latitude'/rob.



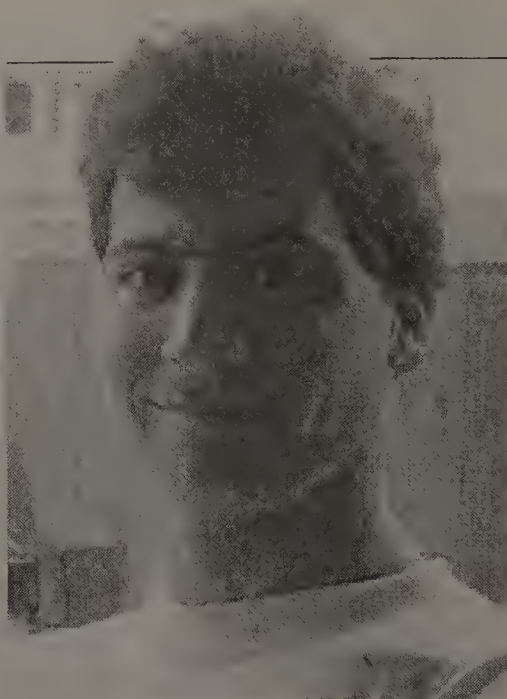
BIG DADDY REGATTA

board-tack Express 27. The Wabbit was rushed to the veterinarian, where it was placed in the intensive care ward (apparently it will live). Needless to say, neither party was paying attention when the accident occurred.

But the most serious incident of the weekend took place between 12:50 and 12:54 p.m. during Sunday's low-key lap around Angel Island. In a scene reminiscent of last year's Big Boat Series, several boats interfered with an outgoing container ship — which strikes us as particularly stupid behavior in a race as inconsequential as this one. The occurrence shook the Richmond YC race committee to the core, resulting in a sternly written letter to all participants from race official Doug McVae. Excerpts from his epistle follow:

"Yesterday in the pursuit race of the Big Daddy, there was an extremely serious bending of Rule 9 ('A vessel of less than 20 meters in length or a sailing vessel shall not impede the passage of a vessel that can safely navigate only within a narrow channel') of safety with the ship Star Hansa. This ship's pilot, unit 58, was very disturbed with the sailboats' lack of respect for safety, even after he signalled five blasts several times. I discussed this incident in detail with him this morning. His concern certainly is valid for the welfare of his ship, very near Harding Rock, and for avoiding the possible collision with one or more crossing sailboats. In our discussion, he likened it to riding your bicycle on Freeway 80. Commercial vessels are permitted to travel 15 knots through the water. Add current on an ebb and it is very difficult to judge how fast you are being overtaken. . .

"What can race committees do to keep you from (committing) suicide under a commercial vessel? Will yacht clubs require



Waiting to exhale: Andy Hamilton smoked the fleet with his 'WPOD' ('White Punks on Dope').

you to continually monitor a radio channel for safety while racing? Probably. Will Richmond YC have more support boats with the fleet out to 'sweep' the area in case of danger? Yes. Will boats whose sail numbers are reported for safety violations in front of ships be disqualified? Yes. And last — what are you going to do to avoid having heavy restrictions put on you as a racer to keep you safe? It is very hard to judge speed and direction of a ship. Is your trophy worth more than your life?"

Serious stuff — and way too heavy for an otherwise fun-filled weekend. But rather than name names and beat this subject to death, we'll spare you any further safety lectures. The accompanying pictures and results tell the rest of the Big Daddy story, which was actually pretty good this year.

DIV. A (-24-48) — 1) **Bullseye**, N/M 49, Bob Garvie, 4 points; 2) **Temptation**, Farr 40, Mike

Condon, 8; 3) **Aoba**, Farr ILC 46, Dale Williams, 9; 4) **JackRabbit**, N/M 39, Dave & Jackie Liggett, 11; 5) **Javelin**, J/125, Pat Nolan, 13. (9 boats)

DIV. B (54-75) — 1) **Re-Quest**, Express 37, Glenn Isaacson, 7 points; 2) **Bodacious**, Farr One Ton, John Clauser, 15; 3) **Jabiru**, J/35, Dunn/West, 16; 4) **Kirl**, J/35, Bob George, 16; 5) **China Cloud**, J/40, Leigh Brite, 18. (12 boats)

DIV. C (81-99) — 1) **Sweet Okole**, Farr 36, Dean Treadway, 3 points; 2) **Petard**, Farr 36, Keith Buck, 8; 3) **Ozone**, Olson 34, Carl & Jini Bauer, 9; 4) **Capricorn**, J/105, Bill Booth, 15; 5) **Rascal**, Wilderness 30 mod., Pat Brown, 16. (12 boats)

DIV. D (117-141) — 1) **Preparation J**, J/30, Ron Tostenson, 7 points; 2) **Redux**, Olson 911-S, Nick Barnhill, 7; 3) **Ixxis**, Olson 911-S, Ed Durbin, 10; 4) **Harp**, Catalina 38, Mike Mannix, 14; 5) **Enigma**, Capo 30 mod., Robert Hultman, 19; 6) **Jane Doe**, Olson 911-SE, Bob Izmarian, 21. (14 boats)

DIV. F (78-117) — 1) **SUV**, Melges 24, David Wadbrook, 5 points; 2) **Dos Busters**, Antrim 27, Gary Evans, 10; 3) **Abracadabra II**, Antrim 27, Dennis Surtees, 13; 4) **Run Wild**, Olson 30, Dale Irving, 15; 5) **Always Friday**, Antrim 27, John Liebenberg, 16. (12 boats)

DIV. G (126-129) — 1) **WPOD**, Wylie Wabbit, Andy Hamilton, 9 points; 2) **Motorcycle Irene**, Express 27, Will Paxton/Jay Lambiotte, 10; 3) **Ajax**, Express 27, Brett Allen, 11; 4) **Summer Palace**, Express 27, Bart Harris, 17; 5) **Mirage**, Express 27, Terry Cobb, 17; 6) **Wind Blown Hare**, Wylie Wabbit, Steve Bates, 19; 7) **Swamp Donkey**, Express 27, Scott Sellers, 25. (17 boats)

DIV. H (150-168) — 1) **Blew**, Moore 24, David Wike, 5 points; 2) **Cookie Jar**, Moore 24, George McKay, 7; 3) **Moorigami**, Moore 24, John Siegel, 11; 4) **Mission Impossible**, Merit 25, Dave Hamilton, 13; 5) **Decorum**, J/24, J.C. Roby, 15. (12 boats)

DIV. J (144-168) — 1) **Roadhouse Blues**, Hawkfarm, Torben Bentsen, 3 points; 2) **Predator**, Hawkfarm, Dan Seifers, 7; 3) **El Gavilan**, Hawkfarm, Nick Nash, 8. (7 boats)

PURSUIT RACE — 1) **WPOD**, Wabbit, Andy Hamilton; 2) **SUV**, Melges 24, David Wadbrook; 3) **Always Friday**, Antrim 27, John Liebenberg; 4) **Temptation**, Farr 40, Mike Condon; 5) **Bullseye**, N/M 49, Bob Garvie; 6) **Raven**, N/M 39, Mark Thomas; 7) **Azzura**, Azzura 310, Jonsson/Svendsen; 8) **Aoba**, Farr ILC 46, Dale Williams; 9) **Bodacious**, Farr One Ton, John Clauser; 10) **Gone With the Wind**, SC 50, Jim Cascino. (69 finishers)

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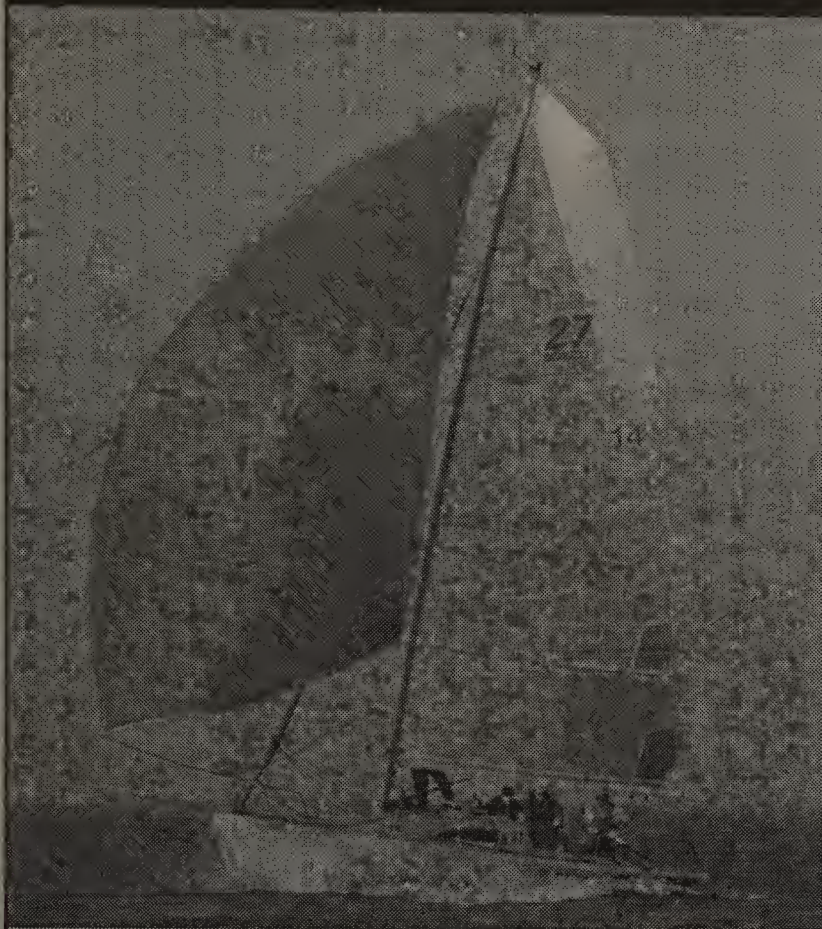
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GETTING READY

The aim of most cruisers is to have as comfortable a water-borne environment as possible. This is an understandable and worthwhile goal — and one which has been the basis of our yacht design and publishing business for more than two decades.

But the foundation of cruising comfort does not come from what kind of boat you own or anything you can buy in the local

No matter how large a cruising budget you have, it's not enough to buy you comfort if you or your crew are frightened by the unknown.

marine store. Rather, it comes from personal skills and knowhow — some of which can be obtained from reading books and attending lectures, but most of which needs to be learned on the water. For no matter how large a cruising budget you might have, it's not enough to buy you comfort if you or your crew are frightened by the unknown — or worse, get yourself into trouble — because of a lack of knowledge or skills.

The problem that most folks have when getting ready to go cruising offshore is limited amounts of time and/or money. It's an unfortunate shortage at a time they're trying to bring their seamanship skills up to speed, get their boat outfitted, and make the transition from a land-based to a sea-based lifestyle. Something has to

Seamanship involves many skills — including adding to the ship's fresh food supplies while in the middle of the ocean.

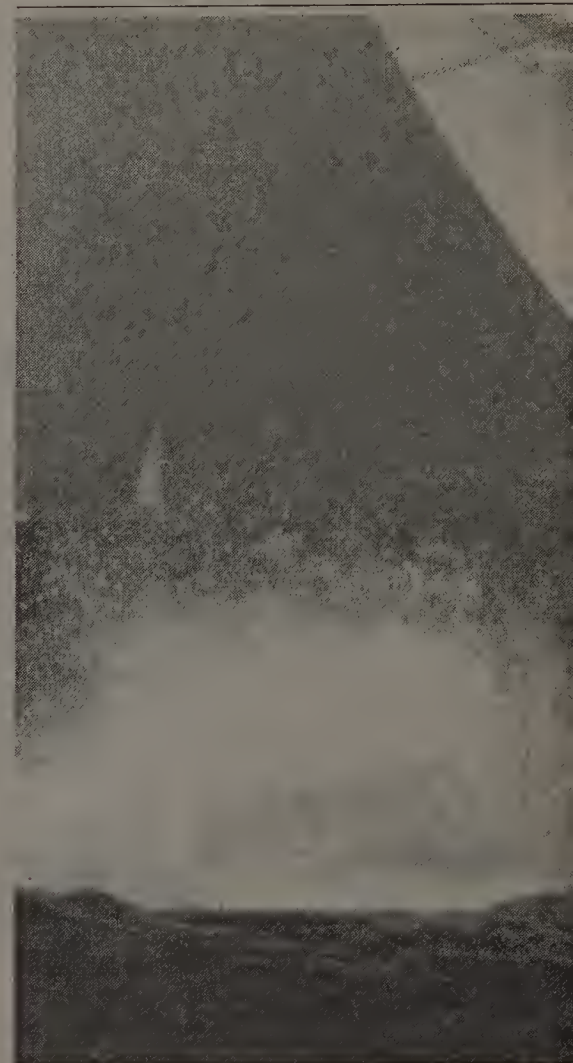
believe are the priorities for safe and comfortable cruising. Before getting into the practical side of things, however, allow me one more generalized pitch: It is far more efficient to do the *minimum* necessary to get your boat ready for cruising, using most of your time and energy to hone your seamanship skills. Then once you've had a few months of 'real world' cruising experience, you can intelligently go about upgrading your cruising home. While it may sound like doing things backwards, in the long run this approach will save lots of time and money.

The Important Seamanship Skills

The seamanship skills that I believe pay the highest dividends while cruising are: (1) the ability to keep your boat moving at close to her maximum speed potential, no matter if it's light air or heavy air, flat seas or rough; (2) conservative navigation; (3) good boat-handling skills under both sail and power; and (4) anchoring.

In addition, each time you use one of these skills, it's important to critically analyze how well it worked. Ask yourself if you or your crew could have done a task or maneuver better in some way, or how you might want to approach it differently in the future. You might be able to review it right after it happened, or, if it's gnarly, you might have to wait to get the hook down or get back in the slip. But don't neglect to do it.

As your seamanship skills improve, you and your crew will discover a wonderful sense of increased security and



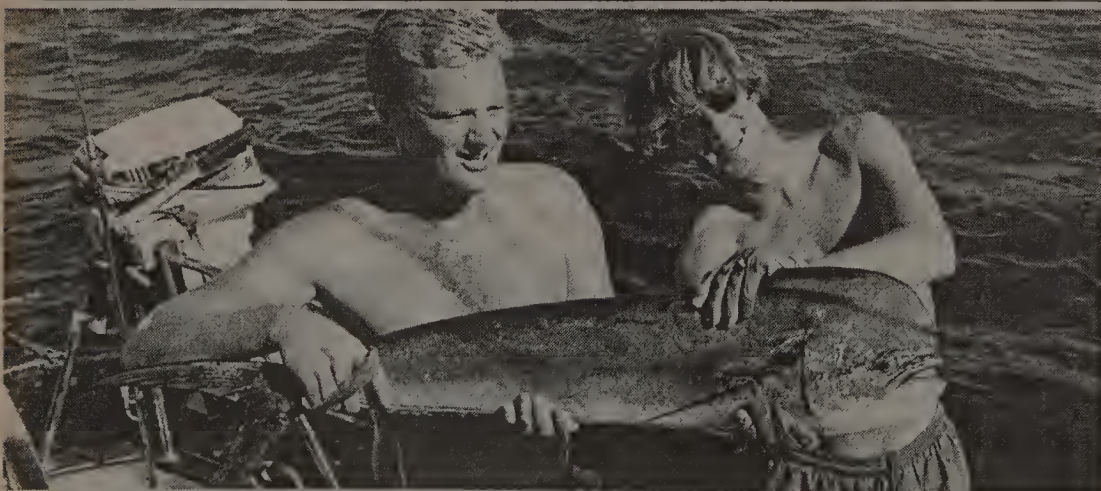
of previously moored cruisers or in the middle of an offshore squall — will provide a feeling of accomplishment that is rarely found ashore.

Boat Speed

If you've read the last two issues of *Latitude*, you've probably read the numerous comments by veteran cruisers on the advantages of boat speed. Not only is sailing fast more fun, but the faster you go, the less you're exposed to potentially dangerous weather — and this applies equally to boats of all sizes. If you're not going to push yourself in Mexico where conditions are normally benign, you're not going to be prepared to push on the difficult passages such as between Fiji and New Zealand.

There are other benefits from higher boat speed, too. The quicker your boat moves through the water, the less impact unexpected currents will have on your course. And the faster you sail, the better your chances of reaching a pass in a reef while the direction of the sunlight is still favorable or making it to an unfamiliar anchorage or harbor before darkness falls.

How to learn to make your boat go fast? Although many cruisers-to-be probably don't want to hear it, the best and quickest method I know is by doing a bit of rac-

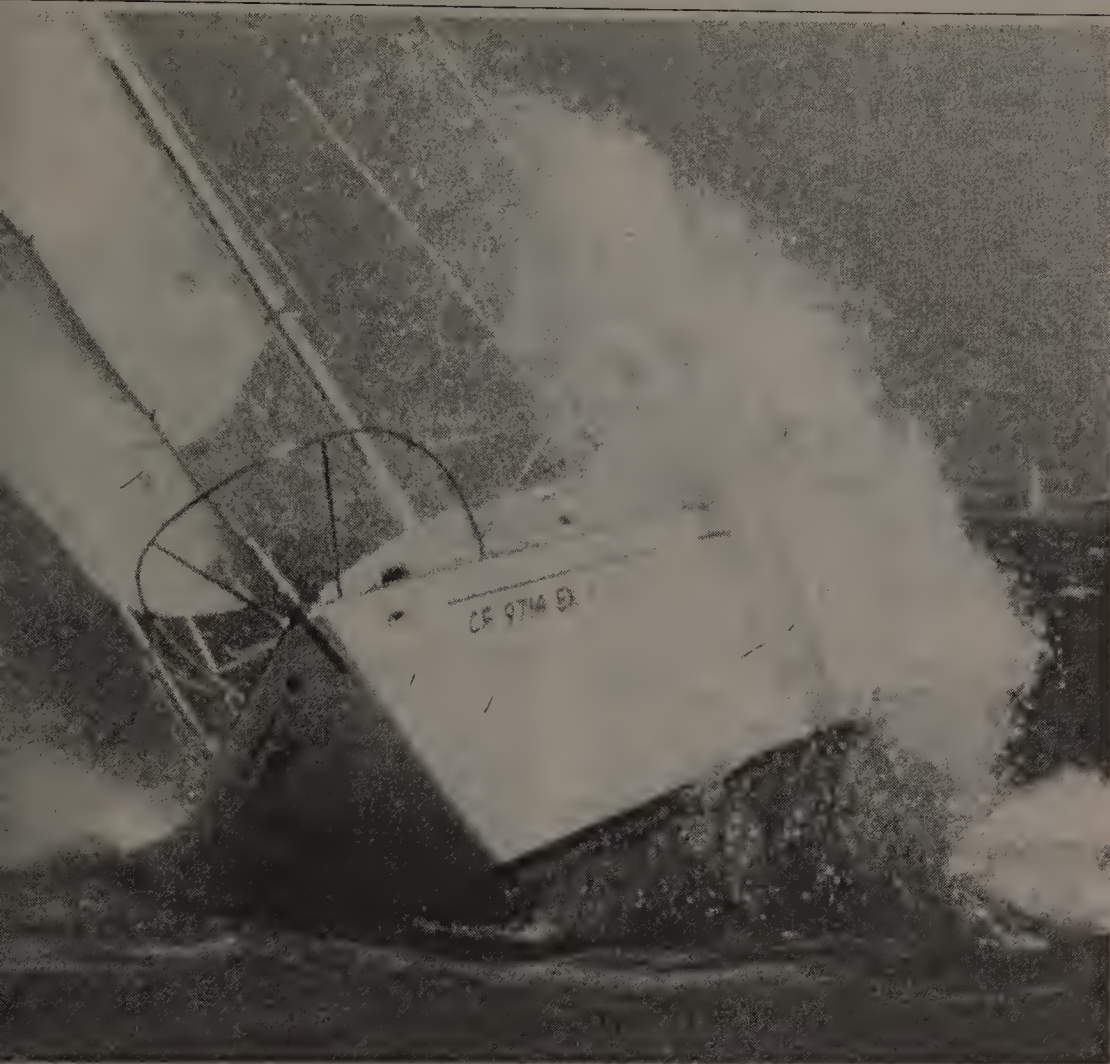


LATITUDE ARCHIVES

give, and it's almost always the refining of sailing and seamanship skills. This is unfortunate because, in the end, it's the seamanship skills that will provide the greatest physical and emotional security.

This article, then, is about what I be-

confidence. You'll be having more fun and experiencing less fear and anxiety. And performing maneuvers cleanly and efficiently — whether it's before an audience



LATITUDE ARCHIVES

This is the kind of robust daysailing you want to do in order to feel confident and comfortable when headed offshore.

ing. Not hard core stuff, necessarily, but perhaps things like the Midnight Moonlight Marathon, the Silver Eagle Long Distance Race, The Delta Ditch Run, the Jazz Cup, or the Windjammer's Race in Northern California. In Southern California, there are all kinds of fun races from the mainland to Catalina and back or along the coast. If you don't have a lot of time, the evening beer-can races can be as educational as they are fun. The important thing is to be able to sail alongside boats similar to yours and observe what promotes speed and what doesn't. You'll learn more about sail trim and boat speed in a summer's racing than during a circumnavigation.

There is also a host of sailing schools and classes that offer a wide variety of training.

If you're really serious about understanding boat speed, before taking your soon-to-be-home cruiser on races, get a friend and either borrow or rent a couple of small centerboard dinghies and try different techniques. It's amazing how fast and well the lessons learned sailing side by side in small boats will transfer to your cruising boat. What do Paul Cayard, John

Kostecki and Jeff Madrigali — three Northern California sailors who are among the top helmsmen in the world — have in common? They started in small centerboarders. Cayard in Lasers, Kostecki in Sunfish, and Madrigali in Rhodes 19s.

And it's never too late to enjoy the benefits of competition-bred boat speed. In a recent issue, Roger and Debbie Cason of the San Francisco-based Passport 40

Over The Top Rally in Australia, their latent competitive instincts got the best of them, and they started setting the chute. They report that ever since, it's made their sailing both faster and more fun!

In addition to improving your sailing skills, there are several critical things that must be done to keep your boat from being unnecessarily slow. First and foremost is having a clean bottom. No amount of outstanding helmsmanship and sail trimming can overcome the negative effects of an even slightly dirty bottom. We clean ours before the start of every passage, and you should, too.

And don't forget to clean the prop! Even a thin layer of scale and slime will result in a 20% reduction in propulsion efficiency. If you have a fixed prop and some extra money, replacing it with one that folds or feathers is an excellent idea. I estimate the difference between dragging a fixed three-bladed prop and having a folding prop to be as much as 15 to 20 miles a day!

Well-cut sails are critical to boat speed, particularly upwind. Many first time cruisers don't realize that good sails are also one of the most critical components of safety gear. A boat with baggy headsails will have a terrible time trying to work off a lee shore or make it upwind to a tricky anchorage before nightfall.

Can't afford a full suit of new sails made from the latest and most expensive hi-tech fabrics? The good news is that well-built older sails — and there are lots of them around — can be recut for a modest cost to make them more efficient. But remember, your sails are what power your boat, so having decent ones and knowing how to trim them are critical components in making fast and pleasant passages.

What kind of benefits can you expect

Tactics — Heading North Along the Pacific Coast

Whether you are heading back from a season in Mexico or toward Puget Sound from the Bay, the problems are the same: wind and seas typically on the nose or close to it. There is, however, a way around this problem that folks have been using since the days of Francis Drake. Wait for a front, then ride the southerly quadrant winds that precede the center of the storm system as fast and far as possible. Winds ahead of the front typically begin light, so getting an early start under power really helps. Eventually — after the front passes — the wind will shift to the northwest. At this point you have two options: One is to be well offshore, to the point that you can lay your destination on a reach. The second is to tuck in behind a headland until the northwesterly dies down.

Dreamer, who had been out cruising for six years, reported they had never really used their spinnaker. But while participating in the supposedly non-competitive

from the speed-inducing suggestions made above? It's impossible to quantify because of all the variables, but I estimate that a well-prepared and well-sailed 35-footer could beat an only moderately well prepared and sailed sistership from

GETTING READY

Mexico to the Marquesas by at least a week. When it comes to typical 50-foot cruising boats, the difference might be four or five days. Think of it this way: You'll have been sipping cold Hinanos at Rose Courser's Bar in Taiohae Bay, Nuka Hiva, for three days when you see the folks finally arrive on a sistership — and they left Mexico a day or two ahead of you!

Navigation

To someone such as myself, who grew up with the uncertainty of sextant-based navigation, GPS is a marvel. However, it is never a substitute for careful navigation, piloting, and watch-standing. All you have to do is read *Latitude* to learn that GPS-equipped boats go up on beaches and reefs all the time because of human error. As high a percentage of cruising boats are going up on reefs now as before the advent of GPS.

Our answer is to navigate conservatively — which means we always allow for big margins of error in charts and in our plotting. And we never rely on a single source of data — not even GPS. While GPS units with charts are great, we still regularly plot our position on paper charts because the more often you physically plot your position, the greater chance you have of catching a potentially disastrous mistake.



Developing good navigation skills takes practice. Make a habit of plotting your course, taking bearings, and confirming

positions even in your home waters. Such habits will stand you in good stead when you find yourself in stressful situations in unfamiliar waters. Lastly, we always navigate as though our GPSs might be wrong or as if our boat is about to experience a total electrical failure.

Navigation — Keep Your Eyes Open

I learned the importance of always keeping a sharp eye on deck many years ago during our first approach to Suvarov in the northern Cook Islands. We'd been in squally, overcast conditions for several days and hadn't had a good sextant shot in 48 hours. We'd reached the point where it was time to head north for the day to make sure we'd clear the reefs before nightfall, when off on the horizon I saw a couple of palm trees. With a feeling of relief, I went below to turn on the radar to get a distance off, and then came back up on deck as I waited for the radar to warm up. About two minutes later, as we rose on a swell, I saw a line of breakers directly ahead of us! It turned out that the palm trees I had seen were beyond this corner of the reef. Had I stayed below to wait for the radar, we'd have driven our boat up high and dry. Had GPS been around then, it might have helped. But if the reef were uncharted or mischarted, the results would have been the same without someone watching from on deck.

The second such lesson came some months later during a passage between Tonga and Fiji. Once again overcast conditions had prevented me from getting a good fix, but I was reasonably certain that we were well south of a dangerous group of reefs. It was late at night, there was almost no moonlight penetrating the thick overcast, and we were sailing with the jib poled out in 30 knots of southeast trades. I'd just come on deck after making a cup of cocoa, when we rose to a large sea. Ahead of me I thought I saw a white line — breakers! I was so startled that I didn't believe my own eyes. A few seconds later, another line appeared. We immediately jibed all-standing, drove the boat up into the wind, and stopped quickly. Once the jib was put away and the main reefed, we short tacked for the next couple of hours, afraid to move too far in any direction. In the early morning light we saw that we'd sailed into a circle of reefs!

After these experiences, our rule became that anytime a navigational risk existed, one of us had to be on deck. If the deck watch needed to come below for any reason, the off watch had to take his or her place.

Heavy Weather

One's definition of heavy weather is very much a function of one's experience and one's boat. What might seem like 20-foot seas to a novice cruiser in a small boat might only be seven-foot seas in the eyes of someone who has completed a circumnavigation and was sailing aboard a 50-ft boat. Nonetheless, truly severe weather — such as experienced by a couple of boats in the "New Zealand Nightmare" as well as in the recent Sydney to Hobart Race — is such a rarity that few cruisers even know what it's like.

While truly severe weather is very rare, it's nonetheless important to think about and prepare for ways to respond to it. We think the best way to simulate such conditions is to find a difficult patch of water — one where the current is against the wind — and then get out in it when the wind is blowing like stink. If you grossly overcanvas your boat and drive her hard in 30 knots of wind, at least you'll have an inkling of what it's like to be sailing with storm canvas in 50 knots of wind.

Folks in San Francisco have wonder-



Few things feel as good as being 1,500 miles from land in a good boat with good crew. Especially if you know how to interpret the weather.

before you have to use them for real.

Tip: The best time to conduct these heavy weather educational exercises is *before* your boat has become your home. After all, it's much more of a hassle to clean up after all the inevitable leaks once all the frilly stuff has been put aboard.

If you find yourself in heavy weather, it's going to require active participation by the crew. Whoever is on watch needs to be mentally alert for changes in wind velocity, windshifts, and sea state — and record them in the log as they occur. Having this information will enable you to get out of the storm conditions as quickly as possible.

Based on the information you've recorded, you may determine that it would pay to slow down to avoid a windier quadrant of a weather system. At other times, the information may tell you that by pushing hard for a few extra hours may gain you the extra miles you need to escape the worst of the weather.

Veterans of ocean crossings can tell you that on many occasions, being just 50 to 100 miles north or south can mean a difference between moderate winds and a gale — or even a gale and a storm.

In order to remain alert under adverse conditions — so you can make good decisions when the chips are down — every-

Boat Handling

Tacking, jibing, and being able to turn a boat quickly are all basics of boat handling. Cruisers need to know how to do these things efficiently in lights airs — for when the engine doesn't work or when you need to make progress while still preserving fuel. And how to do it at night when it's blowing hard and the seas are short and steep.

Reefing is one of the most important aspects of seamanship, but far too many cruisers haven't taken the time to become good at it. As a result, they often carry full sail in conditions that result in being overpowered and/or nearly out of control. The boat gets tossed around, the autopilot gets overworked, and perhaps a sail is torn or the boom vang attachment to the boom broken. In addition, the crew is uncomfortable and anxious. The folks in the sistership next to it, however, have put in a quick reef or two. Their ride is smoother, the autopilot has no trouble steering, the crew is happier — and they're even sailing faster!

It might take a half hour to put in a good reef the first time, but after a bit of conscientious practise — and marking lines — you'll be putting the same reef in during the dark of night in two or three minutes. And you'll be much happier for having done it. And don't forget the old saying: "The time to put a reef in is the

Heavy Weather — How Problems Arise

Of all the issues in heavy weather sailing which create problems, the *shape* of the waves is the most critical. A big sea, even one that is 40 feet tall, is not going to cause a problem if it is stable. On the other hand, a ten-foot sea which is breaking, typically because of an adverse current, can do real damage even to a large vessel. We've sailed for short periods in 75 knots of wind, where the breeze built gradually, but the seas were not a problem. On the other hand, the worst seas we've ever seen were in 35 knots of wind off the coast of South Africa, with a four-knot Aghulas current running against the wind. Here are a couple of hints to keep in mind about sea state: gusty winds will raise a larger, steeper sea than stable winds or winds that rise gradually. Abrupt changes in the sea bottom, such as undersea pinnacles, can create severe turbulence at the surface even though the tops of the seamount may be several hundred feet below the surface. Strong currents, like the Gulf Stream, sometimes create a form of ducting within the current boundaries which leads to wave systems being trapped and bouncing back and forth. Finally, the most dangerous seas in a storm typically occur if the wind drops abruptly with the passage of the cold front. When this happens, seas can become very unstable. Rather than relax, the crew needs to get some sail on the boat to keep it moving so that a breaking sea doesn't catch you broadside.

one needs to be as well-rested, dry and warm as possible. This is all part of vessel and personal preparation necessary before heading offshore.

first time the thought crosses your mind."

Sailing in tight quarters, after you gain experience and confidence, is a pleasure. It's an important skill to have when the dinghy painter fouls the prop. Note that I didn't say "if" this happens, but rather

GETTING READY

"when" it happens. You'll want to learn how tightly you can spin your boat using your sails to aid in turning, how long it takes to drift to a stop, and how to back down under sail. Once you get good at it, you might even have to restrain yourself from showing off a little.

Surprisingly, it's under power — usually in reverse — where most cruisers seem to get into trouble with their neighbors. Thinking maneuvers through and discussing them in advance with your crew reduces the odds of embarrassing results. The use of breast and spring lines for getting off and on a dock takes preparation — but also long lines. Sometimes it makes sense to use a set of lighter lines for initially getting your boat tied up, then switching to heavier mooring lines. Backing down to Med tie is something most West Coast sailors have little experience with. It takes practice to do well — particularly in a strong crosswind — as it requires considerable coordination between the helmsman and the person paying out the anchor rode. It's not something you want to try for the first time at the quai in Papeete.

Anchoring

If your anchorage is totally protected from the sea, has really good holding, and isn't crowded, you must be in cruiser's heaven. But here on earth, you'll find that anchorages usually have less than per-



ing put, and have an exit strategy written into the log — including bearings, distances, courses to run, and obstructions

too late.

Anchoring under sail is a bit of fun — especially in a crowded anchorage — once you get the hang of it. Practice sailing on and off the hook when there's lots of space in which to maneuver. Once you get good at judging distances and turning room, start sailing onto the hook in with neighbors close enough to watch — and applaud.

If you doubt that larger boats can sail on and off the hook, check out the *Yachting With Style* article in the February *Latitude*. Paul Goss and the crew of *Adix* sailed the 212-foot schooner off the hook and then back on it again in crowded Gustavia harbor. If they can do it with a vessel of 283 gross tons, you can learn to do it with your smaller cruising boat.

Weather Forecasting and Tactics

Nothing has a greater impact on the speed, comfort, and the safety of a passage than favorable weather. In some parts of the world, forecasting has become amazingly accurate on a macro basis. But we sail in localized micro environments, and there is no way that a forecaster thousands of miles away can give you more than a general idea of what is going to happen on your patch of ocean. With the right training, however, you can take the professional data and adapt it to what you

Anchoring — Be Ready to Leave

There are very few truly secure anchorages in the world. Most are open in at least one direction to wind or waves. Even Turtle Bay, a so-called "all weather anchorage," can have its problems. Southerly quadrant winds can kick up a nasty chop inside the bay, and swells can sometimes pour straight into the entrance. A few years ago it was these conditions that put two yachts up on the beach, destroying a Cheoy Lee 44.

Most of you will recall the disaster at Cabo San Lucas in December of '82, when 28 boats ended up on the beach. There was warning, in the form of an unexpected swell from the east, that some unusual weather might be coming. A few boats bailed and got sea room, but most ignored it and the strong winds that followed. By the time people wanted to leave, it was dark and many had become caught in a web of bow and stern lines and boats that had dragged into others. Even Bernard Moitessier, the great French sailor, ignored the warning signs and as a result lost his beloved *Joshua*.

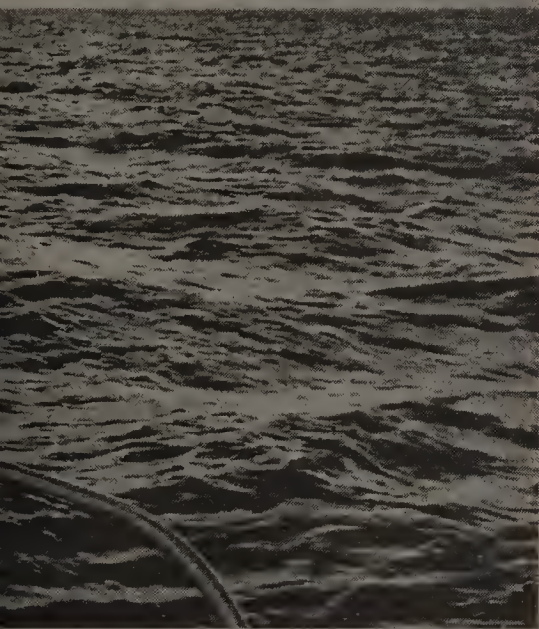
The best policy is to look at every anchorage in the worst possible light, and then have a fall-back plan. If conditions begin to deteriorate, resist the temptation to be lazy and get out while it's still easy. If you wait until you're forced to leave, it may be nearly impossible because of reduced visibility, other boats having dragged into you, or other reasons.

fect holding, may be open to one or more quadrants of the wind, and may have a few too many neighbors for comfort.

You'll want to know how to set your hook under power, take visual and/or radar bearings to make sure you're stay-

to watch for. If an unidentifiable swell begins to sweep into the anchorage, you want to give serious thought to getting the hook up and gaining sea room before it's

Despite what you've read about tragic storms lately, most experienced voyagers will tell you that the vast majority of the time they've experienced reasonable sailing conditions, and much more fun than fear.



see around you — usually with excellent results.

Before heading offshore, it's advisable to be able to understand the basics of what creates weather in the moderate latitudes and in the tropics — where the weather mechanisms, incidentally, are considerably different. You'll want to be able to understand both the surface and 500mb fax charts, the latter actually being far more important for an accurate forecast.

In any region of the world, there are certain warning signs to look for. When the risk factors exist, you need to be able to evaluate them in terms of your boat speed, passage length, and crew. You may, for example, see something which will be a problem several days down the road that the forecasters have not mentioned yet. And even if it were a minor risk, sometimes it would make sense to hang out a few days longer in a sheltered environment.

Modern tools, such as weatherfax and reliable communications, have made the ocean a more user-friendly environment. But there are times — more often than you would expect — when the data on the radio or the weatherfax charts is dead wrong. So you'll still want to understand how to look at the sky, a barometer, trends in the wind direction and velocity, and sea

state, to make educated guesses about the validity of the other forecasts. With a feel for weather, you'll be amazed at what you can do with just this data alone — and perhaps a report on local conditions from someone on a boat upstream. This 'old fashioned' approach to meteorology will allow you to do a reality check on what the other folks on the SSB or ham nets are suggesting for tactics. Our experience has been that the 'herd' is often wrong.

A few years ago, I would have suggested learning about the weather through a college course on meteorology and then practising it on the water. But thanks to the Internet, we have a weather information revolution going on right before our eyes. Today you can find computer model outputs for the entire world, fax charts from many regions, written forecasts, and all sorts of satellite images. Put it all together and you have a forecaster's paradise. You can come home from work, log on, go to the Marine Prediction Center's home page, and download the current surface analysis and forecasts along with the 500mb charts. Want to review the 500mb charts for Australia and New Zealand? The Navy NOGAPs model is but a mouse click away.

Long range forecasting — by long range I mean 24 hours or more — is done by pattern recognition. There is no alternative to reviewing current and long range data on a daily basis. If you do this every day after work, after a while you'll develop a feel for the patterns being established

may be as simple as knowing when to jibe against an expected shift on the way to Hawaii, or when to heave to and wait for a frontal passage so you'll have a reaching breeze rather than a beat. It's these decisions — based on your ability to analyze and forecast the weather — that are a major factor in enjoying faster, safer and more comfortable passages.

Budget Priorities

We started off saying there was never enough cash or time for perfect offshore preparation, so there have to be priorities. In terms of boat equipment and systems, some will yield much greater comfort and safety benefits than others.

Our own priorities are as follows:

1) Ground tackle. If you're anchored in lousy holding ground, the wind is building to gale force, you're on a lee shore, and night is falling, how big an anchor would you like to have? There are all kinds of scientific formulas for how big an anchor you should use for a given size boat. I have a formula of my own: Your anchor isn't big enough until everyone in the marina laughs at the oversized monster on your bow. The harder they guffaw, the more confident you should feel.

When it comes to rode, chain is a necessity for the tropics — and nice everywhere else. After all, chain doesn't chafe on the bottom, you can anchor on much shorter scope, and it's self-stowing. Also, a power windlass is worth its weight in Hinano beer — even at Marquesan prices!

2) Sail inventory. As mentioned before, sails are what makes your boat move when the wind blows, and the faster you

There are times — more often than you would expect — when the data on the radio or the weatherfax charts is dead wrong.

in the current weather cycle. By comparing today's surface analysis or existing conditions with the forecasts from a day or two before, you can see how well the forecasters — and you — are doing with your predictions.

In any event, the time to practice these weather forecasting skills is in the warm, dry and secure environment of your home — not when you're offshore and your comfort and safety may depend on the results!

Once you have a reasonably good handle on forecasting local conditions, you can plan and act accordingly. This

go the more fun you have and the less risk you're exposed to. A proper inventory is going to depend on the size boat, the rig, and where you plan on sailing. Check with your sailmakers, but remember that the quality of your sails is far more important than the quantity.

3) A self-steering device. This is almost essential, particularly since so many folks cruise shorthanded. We'll leave the debate on what type of system — windvane versus autopilot — for another time. The main thing is that whatever system you choose must be powerful enough to handle the steering demands — even in gale force winds and big seas. As with

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anchors, this means going oversize on your self-steering gear — particularly if it's an autopilot. It's also worthwhile to experiment with sheet-to-helm self-steering in case your vane or autopilot — or both — fail.

4) Electronics in general. A GPS is first on our list. Next would be a good weatherfax receiver, ideally a dedicated unit such as the Furuno 207 that we've had great success with. These work almost automatically, with frequencies loaded into the memory, and give users better results than the all-band receiver/demodulator/personal computer combo — although those work, too. No matter which way you get weatherfaxes, make sure you're familiar with your unit's operation prior to heading off on a long passage.

5) Radar. The biggest radar unit you can afford and will fit on your boat is next on our list. If we had to make the choice between a radar with an open-array 42-inch antenna and an old fiberglass rowing dink, or a 24-inch radome and a fancy inflatable, we'd go with the open array. The difference in what you can 'see' in adverse conditions is astounding!

If You're Already Out There

For those of you already out cruising — perhaps you've made the easy run to Mexico — but who are nonetheless weak on seamanship, it's never too late to im-

*Your comfort, boat speed
and ultimate safety are
directly proportional to
the center of gravity
of your vessel.*

prove. Take advantage of opportunities to practice before you head out on more difficult passages. Rather than hanging out and snoozing in a local anchorage all afternoon, practice sailing on and off the hook when the afternoon breeze comes up. Work on the smoothness and efficiency of your tacking and jibing, and perhaps see if you can drum up a few sparring matches with other cruisers. By using each other as trial horses, you'll both gain tremendous insight into opti-

mum sail trim, boat speed, and boat handling.

And when there's a fresh breeze — say 20 to 25 knots — on the morning of a scheduled departure, go ahead and push yourself and your boat as opposed to waiting for light winds. It will give you a chance to practice balancing the boat so the self-steering performs as well as possible, and give you more practice reefing and unreefing, and sailing in seas. Do this a couple of times, and the next time a stiff breeze comes up it will seem more like a moderate wind — and your definition of heavy weather will move up the scale another notch.

Center of Gravity and Comfort

I'd like to close with a few comments on what might seem like an insignificant topic — the center of gravity. Your comfort, boat speed, and ultimate safety are directly proportional to the center of gravity of your vessel. If the vertical center of gravity goes up because of lot of excess gear on deck, your stability and boat

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4

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Extract: Boating Magazine Test USA July 1997

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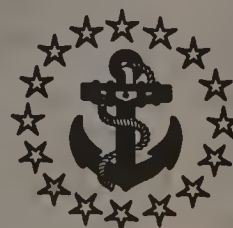
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TO GO OFFSHORE

speed will plummet — while the risk of a knockdown or worse increases. Weight in the ends of the boat creates a pitching movement, which makes the boat slow — ask any one-design racer — and the ride less comfortable.

Our strong recommendation is to resist carrying gear on deck. If you have a long and potentially difficult passage in the offing — such as coming up the coast of Baja — get all the weight you can out of the ends of the boat and off the deck. Where to put it? As low as possible, hopefully directly above the keel — and make sure it's well-secured. You'll be amazed at the difference in speed and comfort.

The Continuing Survey Process

It's rare that a serious maintenance problem occurs without warning. Almost all problems have early indicators — such as a single broken strand of wire on a swage terminal or a hairline crack on the weld of a mast tang. If you make a habit of thoroughly surveying your boat *before each passage*, you will have gone a long



Most sailors aren't eager to go aloft in the middle of an ocean passage to check the rig, but it can prevent serious breakdowns.

way to catching problems before they get you into trouble.

Our pre-passage routine involves checking the rig aloft and on deck. We look over the steering system to verify that all the bolts are tight, and check the engine and drive line. When we're on a long pas-

sage, I go aloft every third or fourth day to give the rig a quick inspection. Only once have I ever found anything — but it was enough to probably save the rig just before the onslaught of a major blow.

Do It Now

If you're sitting there thinking, "I'll never learn that stuff, it's too overwhelming," let me offer some words of encouragement. The seamanship skills we've been discussing will come naturally to most of you with time and a little effort. With a year or so of concentrated effort, you can bring yourself to the 85% seamanship level. It will take a couple of years of cruising to get to the 95% level. As for the last 5%, we've done several hundred thousand miles of ocean sailing, and we're still working on it.

In the meantime, while you are upgrading your skill level, always try to stay one step ahead of developing situations as opposed to having to react to them after they've happened. You won't be being an alarmist, but a good seaman, if you anticipate the worst and have fallback plans in place.

— **steve dashew**

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1999 CREW LIST —

Frankly, we don't watch a lot of TV. Visual valium. It stifles. . . what was that thing? . . oh yeah, creativity. Plus, life around the office is about all the sitcom we can stand for one day. Case in point: Guy walks in and says — we swear this is true — "I'm looking for an article you published. It's about a couple that sailed to Mexico on their boat."

"Gee," we said, trying hard to stifle the fight-or-flight thing. "You're going to have to be a little more specific. . ."

IMPORTANT NOTICE: The *Latitude 38* Crew List Advertising Supplement is for informational purposes only. *Latitude 38* does not make nor imply any guarantee, warranty

"Well," he says. "I think they started from somewhere in Southern California. His name was Bob or Bill or something, and they had a cat, on board. I think they're still down there."

"Oh yeah!" we said. "THOSE people. Good ol' Bob!"

Of course, he didn't get the joke. Nor did he get the sought after article. We left him riffling through some back issues, mildly amazed that we couldn't call this article up from our massive database and spit a copy out for him. As anyone who has sought out articles older than yesterday's bagels knows, we have no such database, or even an index. If you don't luck out and find an editor who remembers the approximate month and year of publication, yer outta luck. Nature of the beast.

Fortunately, finding crew for your boat — or a boat for your crew — is not nearly so chancy. And the reason is right between your hot little hands right now: the 1999 Crew List. In the next few pages, you're going to find the names of people interested in all types of sailing except racing (the Racing Crew List ran last month) — cruising, daysailing, chartering and boat-swapping — and who are interested in finding other like-minded people to sail with. With minimal effort on your part, that someone could be you.

Here's how it works. Say you're a boat owner who wants to cruise down south, maybe spend a few weeks exploring the Channel Islands as kind of a 'shakedown' for a possible Mexico cruise later in the year. Only problem is, you and your wife could use an extra hand or two to help run the boat. If you're on top of things, you would have sent in a Crew List form and your name will appear on these pages. Next to it will be a little bit about you, your boat and your plans (see the shaded boxes to understand the 'codes'), along with a phone number. People looking for cruising boats on which to crew will see that and call you, offering their services. You can also peruse the 'wanting to crew' lists, and select prospective crew that way, too.

That's all there is to it. If you're looking for a boat on which to crew, just reverse the process. Whether it's cruising, daysailing, boat swapping or chartering; whether you own a boat or not, there's a category in this Crew List for you.

This process has put together thousands of crews over the 15 years we've been doing it. Most of them that 'wrote home' told us nice things about their various experiences. Some said it changed their lives. Some — to the head-scratching of friends and family — quit good-paying jobs they didn't like to pursue low-paying ones in sailing that they did like. Some even got

married — and *thanked* us for it.

Of course, not everyone lives happily ever after. Less savory incidents have also occurred, most involving personality clashes.

or recommendation as to the character of anyone participating in the Crew List, or the conditions of their boats or equipment. You must judge those things for yourself.

Although to our knowledge no permanent injury has resulted from Crew List associations, we do ask that the ultimate decision to crew aboard a boat, or take individuals aboard to crew, be your own. In that light, please read and acknowledge the disclaimer in the gray box above before using the Crew List.

That said, you do not need to be on the Crew List to use it. Even if your name doesn't appear on these pages, you can still join in. It'll just be one sided is all — you'll be doing all the calling instead of having people call you, too. That's still better than sitting on your duff this summer watching *Seinfeld* reruns.

Both boat owners and potential crew should write out a list of questions they intend to ask and specific 'wants' they have. These would have to do with specific duties aboard, how much (if any) nonsailing upkeep might be required, responsibility for lunches, how much of his/her own gear a crew should bring, and so on. These Q&A sheets will obviously be longer and more detailed for those planning long cruises than daysails.

When you write out the questions, leave blank spaces between each. The extra room is for jotting down answers. When you're done, run off a dozen or so copies of the question sheet(s). When you make or receive a call, pull a fresh sheet from the stack and write the person's name on the top *before you do anything else*. By scribbling down each person's answers on one sheet, it's much easier to remember who said what. Take it from us, if you just start interviewing people and not writing down at least key thoughts from each, by about the sixth or seventh call, they'll all start running together. We've been there.

CREW PARTY DIRECTIONS TO THE CORINTHIAN YC

Exit Highway 101 at the Tiburon/East Blithedale turnoff. Proceed east, toward the Bay all the way to downtown Tiburon, about a 10-minute ride. When you get there, turn right on Main Street. There is a pay parking lot (maximum, \$8) to your right at the end of the block. Park there (or good luck finding parking on the street). The entrance to the Corinthian YC parking lot is directly across the street from the pay lot toll booth. The club is at the far end.

Another advantage to having your name listed here is that you get in free to the Crew List party. If you've ever been to one of these, you'll know that they have traditionally been more like friendly, low-key get-togethers among friends than swinging-naked-from-the-chandelier deals. Which is why you won't even recognize this year's shindig. A couple of months ago, we decided the Crew Parties were getting a little too laid back. So we

tossed some ideas around for something bigger and better that would include more of the general sailing public. What we came up with might be titled 'A Celebration of Bay Sailing'. But whatever you want to call it, it has taken on a life of its own. There's going to be a winch grinding competition, Search and Rescue demonstrations by the Coast Guard, survival gear demonstrations, possibly a sailing fashion show and who knows

SOMETHING FOR EVERYONE



If you're looking for a new crew position, the Crew List might be just the ticket.

what else? (For more details on what we're planning at the Crew Party, see *Sightings*.) We wouldn't be at all surprised if somebody tried swinging naked from a chandelier — but it would be tough at the Corinthian YC, which we don't recall actually *having* any chandeliers. Anyway, come one come all on Thursday, April 8. If you haven't made Crew List connections by the time you come, you'll have a chance to do that at the party — 'looking for crew' people and 'looking for boats' people wear different colored name tags. The party runs from 6 to about 9 p.m. We'll have the usual munchies and T-shirts, and the club will run their usual no-host bar.

If your name appears here (or in last month's Racing Crew List), you get into the party for free. If it doesn't, you're still welcome, but it'll cost you \$5 a head to get in. And please try to

have exact change. Ordinarily, the lovely Crew Listettes who work the parties are paragons of virtue and friendliness. But we still have nightmares about what they did to that guy who handed over a \$100 bill and asked for change.

Now for a medley of our greatest tips, plus a couple new ones:

- Make your calls during waking hours — no earlier than 8 a.m. and no later than 10 p.m.

- If you're looking to crew, be realistic about the commitment involved. Even daysailing often starts early and almost always ends later than you think (the 'time flies when you're having fun' principle). Cruising, of course, requires you to put your life ashore on hold for long periods of time. Plan accordingly.

- Be honest. Don't try to BS your way onto or around a boat. If you don't know what you're talking about, someone who does will recognize it instantly. As we've said for years, a lack of experience is not necessarily an impediment to your goal. Many seasoned skippers actually *want* a few crewmembers with little or no experience because they're easier to teach the skipper's way of doing things. Besides, if you misrepresent yourself, your first sail will likely be your last anyway.

- Don't be an age bigot

when it comes to choosing a boat or crew. There's as much to be said for the steady hand of experience as the strength and exuberance of youth. And the steady hand of experience usually brings better music. Give everybody a chance.

- If you're a man, for pete's sake, don't be a jerk to any of the women on the Crew List. (Many of them have chosen to list themselves by first name only in the event any jerks disregard this notice.) Don't tell them moronic things like "Sex is required" to crew on a boat — an actual quote, we're sorry to say. On the other side of the coin, we've seen some of you women come to the Crew Parties dressed to kill a lot more than time. So please, everybody, leave the hormone thing for another time and place.

- We've been asked to address the issue of shyness, particularly for people attending the crew parties. We're talking

1999 CREW LIST —

now to the people whose 'assertiveness training' courses were as worthless to them as they were to us.

A couple of suggestions. The first is to bring a friend, because it's always easier to walk up and start talking to somebody when you have some moral support. It would help if the friend is at least somewhat interested in sailing, and even better if he or she was willing to take part in the Crew List. The second suggestion: heed the words of that famous philosopher (whose name we can't remember) who said, "Behold the turtle. The only time he ever makes progress is when he sticks his head out." In other words, just go for it, take charge, be bold.

Happy Listing!

CREW LOOKING FOR CRUISING BOATS

MEN TO CREW ON A CRUISING BOAT

- Allen Dove**, 27, (415) 364-1841 exp 1/wants 4,5,7,8,9,10/offers 3,4,5b (French), 6,7,8 (coachability, eager to learn).
Alex Brody, 52, (209) 579-2657, (209) 578-8523 exp 2a/wants 1,2/offers 2,7,8 (good w/wood)
Andrew Peters, 27, (415) 695-9987 or sailing@cinemascope.com exp 2c/wants 1,2,3,4,5,6,8,9,10/offers 1,3,4,5b,7.
Benjamin Pink, 26, (510) 893-5160 wk or benpl@hotmail.com exp 2b/wants 4,5,7,8,9,10/offers 1,3,4,5a,7,8 (great fisherman).

MEN TO CREW, CRUISING — CONT'D

- Bill Horning**, 62, (408) 602-1221 exp 3/wants 1,2,4,6/offers 1,4,7,8 (morning person).
Bill Thorpe, 28, (707) 645-1920 exp 3/wants 4,5,7,8,9,10,11 (Tahoe)/offers 1,3,4,5a,6,7,8 (inquire).
Boris Batterman, 68, (415) 397-2882 exp 3/wants 1,2,3/offers 2,5b (German), 7,8 (nav, helm, sail trim).
Brian Murphy, 54, (415) 824-8514 or bmurphy@sfsu.edu exp 3/wants 4/offers 1,3,5a,7.
Bruce Thee, 48, (775) 323-8433 or (775) 786-2520 eves exp 2b/wants 1,2,4,5/offers 1,2,3,7,8 (radio op).
Charles Furst, 56, (310) 459-6709 or chasfu@beachnet.com exp 3/wants 4,5,8,10/offers 1,3,4,7.
Charles Mueller, 61, (530) 345-2785 or cmueller@csuchico.edu exp 2a/wants 1,2,3,4,5/offers 1,2,3,7.
Dan Garr, 50, (831) 426-4575 or dangarr@aol.com exp 3,4/wants 4,5,8,9,10/offers 1,3,4,5b (French, Indonesian), 6,7,8 (incredible music tape library).
David Hammer, 53, (530) 623-5418 exp 3/wants 4,5,8,11 (Baja Ha-Ha)/offers 1,4,7,8 (scuba).
David Lee, 30, (415) 664-7336 exp 3/wants 1,2,3,4,5,6/offers 2,4,7,8 (Wilderness First Aid, ASA OPM).
Dennis Plesons, 50, (805) 692-8856 exp 3/wants 5,7,8/offers 1,3,5b (Greek), 7,8 (medical background).
Doug Bell, 41, (512) 260-1250, (310) 397-8100, dougbell@cruznet.net or 2005 E. Gann Hill Dr., Cedar Park, TX 78316 exp 3/wants 4,5,7,8,10,11 (SoPac)/offers 1,2,3,4,7,8 (finances for 2-3 yrs cruising).
Doyle Knight, 58, (408) 823-7055 exp 3/wants 2,4,5,8,9/offers 1,2,7,8 (nav).
Eric Quandt, 25, (415) 664-9594 exp 2/wants 4,5,7,8,9,10/offers 1,2,3,4,5b (Italian, German), 7,8 (river guide, hard worker).
Ev Pelton, 55, (415) 499-8807 exp 3/wants 1/offers 1,3,4,7.
Frank Gang, 53, (206) 842-7977 or ggang@krl.org exp 4/wants 4,5,6,7,11 (NZ)/offers 5a,7,8 (nav teacher).
Gilbert Ratcliff, 60, (209) 538-7082 exp 3/wants 2,3,4,6/offers 1,3,4,7.



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J. Hoffer, 63, (510) 658-0741 exp 3/wants 1,2,3,4/offers 1,2,3,7,8 (scuba).
 J.I. McIlhenny, 50, 15561 Wet Hill Rd., Nevada City, CA 95959 exp 2a/wants 5,7,8,9,10/offers 1,2,3,4,7.
 Jack Kloss, 57, (949) 786-1340 exp 3/wants 3,4,5,10/offers 1,2,3,4,7.
 Jean-Pierre Bovie, 23, (510) 843-2422... exp 2a/wants 1,3,4,5,8,9,10/offers 1,3,4,7.
 Jeff Stine, 44, (650) 464-3745 or jstine@world.att.net exp 4/wants 1,5,8,9,10/offers 1,7,8 (sailing instructor).
 Jeff Wilson, 53, (916) 456-4334 or (916) 456-9569 exp 1,2/wants 1,11 (Sacto)/offers 3,4,5b,7.
 Jeremy Sims, 31, (415) 641-5043 exp 1/wants 1,2,3,4,5,6,7,8,9,10/offers 1,3,4,5a,7,8 (fast learner).
 Jerry Carlton, 51, (415) 235-3779 or jerrycarlton@bigfoot.com exp 3/wants 1,5,7/offers 1,3,4,7.
 Jerry Chadwick, 66, (209) 431-6904 or jsaiski@aol.com exp 2c/wants 1,2,4/offers 1,3,7.
 Jim Cox, 51, (408) 867-0585 or jcox@icsystem.com exp 3/wants 1,2,6/offers 4,7,8 (experienced charter skipper).
 Jim Holderegger, 39, (408) 947-1521 or pager (408) 932-9695 exp 2b/wants 1,2,3,4/offers 3,4,7.
 Jim Schoonover, 45, (916) 861-7160 exp 3/wants 1,4,11 (Baja Ha-Ha)/offers 1,2,3,4,7,8 (some nav).
 Joe Steiner, 51, (415) 759-6708 or jzsteiner@aol.com exp 3/wants 1,2,3,4,5,6,8,9/offers 2,4,5b (Russian), 7,8 (owner/skipper 30' boat 5 yrs, racing 2 yrs., scuba 20 yrs, ASA cert.)
 Joel Waldman, 70, (650) 327-4259 or joelw@slip.net exp 4/wants 1,6,7/offers 1,2,3,4,7.
 John W. Hussey, (949) 631-6009 or Box 15146, Newport Beach, CA 92659-5146 exp 3/wants 3/offers 7.
 Jon Modesitt, 23, (415) 454-1069 or pager (415) 784-5291 exp 3/wants 1,2,3,4,5,7,8,9,10/offers 1,2,3,4,5a,6,7,8 (prof. charter exp.)
 Joseph Blanco, 24, (831) 372-8750 or (831) 647-7500 wk (ask for Bay Club Rest.) exp 1/wants 1,2,3,4,5,7,8,9,10/offers 1,3,4,6,7,8 (Inquire).

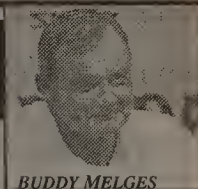
MEN TO CREW, CRUISING — CONT'D

Kevin McKenna, 39, (702) 267-4094 or (702) 265-4895 exp 1/wants 6,7,8,9/offers 3,4,7,8 (Oly. trials swimmer, lifeguard).
 Lance B. Mino, 45, (707) 987-0704 exp 3/wants 1,2,3,4,5,6/offers 1,3,4,5a,7.
 Lloyd, 50+, (916) 457-4287 exp 4/wants 2,3,4,5,7,8,9,10/offers 1,3,4,5a,7,8 (EMT dive, rescue).
 Marc Dupuis, 34, (415) 553-4517 exp 2/wants 1,4,10/offers 1,3,4,5ab (French), 6,7,8 (learns fast).
 Mark H. Gleason, 26, (831) 464-7805 exp 2/wants 4,5,8,9,10,11 (Inquire)/offers 2,3,4,8 (inquire).
 Michael Gallagher, 44, (650) 322-7062 or mpg7@att.net exp 3/wants 1,2/offers 1,4,7,8 (skipper in SF Bay 4+ yrs.)
 Mike Hickey, 44, (415) 668-9924 exp 4/wants 1,2,3,4,5,7,8/offers 1,3,4,5,7.
 Nigel Dickens, 50, (415) 332-3675 exp 3/wants 1,2,3,4,5/offers 1,2,3,4,7,8 (calm in emergencies).
 Peter Guse, 25, r_guse@hotmail.com or (760) 720-9365 exp 3/wants 4,5,7,8,9,10/offers 2,3,4,5b (Inquire),6,7,8 (computers, lawyer jokes).
 Peter Johnson, MD, 57, phone/fax (520) 743-0349 or ihmami@worldnet.att.net exp 3/wants 5,6/offers 1,3,4,7,8 (MD, 16-yr owner Santana 27 in San Carlos, Mex).
 Rich Lusser, 57, (530) 582-9379 exp 4/wants 4,5,11 (So. America)/offers 1,4,5b (German),7,8 (celestial nav).
 Richard Khavkine, 37, (510) 843-6326 or richkhav@yahoo.com exp 2/wants 1,2,3,4,5,6,7,8,9/offers 2,3,4,5ab (French),7,8 (editing, writing).
 Robert, 34, (650) 615-2401 exp 3/wants 1,2,3,4,5,8/offers 2,3,4,5a,7,8 (fiberglass & wood).
 Robert Drews, 40, (707) 824-8997 exp 3/wants 6,11 (San Blas Islands)/offers 1,3,4,7,8 (EMT, divemaster).
 Robert L. Cartwright, 57, (510) 522-6277 exp 3/wants 4,5,8,9,10,11 (Far East)/offers 1,2,3,7,8 (nav).
 Robert Larson, 49, (415) 821-1021 or robert@rlarson.com exp 2a/wants 1.
 Robert Murphy, 54, (831) 728-1585 or Box 674, Aptos, CA 95001 exp 4/wants 10/offers 1,2,3,4,7.
 Robert O. Soleway, 55+, (415) 381-3147 exp 4/wants 1,2,3,4/offers 1,3,4,7,8 (cabinetmaker).
 Robert Wilson, 55, (650) 961-6869 or robertew@gte.net exp 4/wants 5,6,8,9,10/offers 1,2,3,4,7,8 (scuba).

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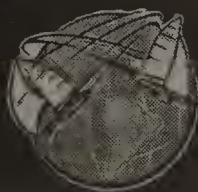
Apr 10-11: Resin Regatta, SFYC
 Apr 24-25: Ski/Sail Regatta, Lake Tahoe
 May 15-16: Elite Keel Regatta, SFYC
 May 29-30: Memorial Day Cup, StFYC
 Jun 5-6: Spring Championships, BBYC
 Jun 12: Delta Ditch Run, SSC/RYC
 Jun 25-27: Western Open (GC), ABYC
 Jul 17-18: LA YC Invitational
 Jul 31-Aug 1: Sport Boat Regatta, StFYC
 Aug 14-15: SFYC Summer Keelboat Regatta
 Aug 21-22: PCCs (GC), StFYC
 Sep 3-5: SF NOOD (GC), StFYC
 Sep 11-12: Fleet Regatta
 Sep 25-26: Fall One-Design Regatta, SFYC
 Oct 2-3: Fleet Championship Regatta, RYC
 Oct 9-10: Regatta in Paradise (women's), RYC
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Roland Giller, 35, (541) 882-9224 or (208) 983-1964 exp 2a/wants 4,10/offers 1,3,4,7.
 Stan Nackdymon, 50, (805) 495-7954 exp 3/wants 3/offers 2,3,7,8 (nav).
 Steve Christensen, 43, (415) 289-0565 exp 3/wants 1,3,4/offers 2,7.
 Steve Rogoff, 26, (619) 488-4383 or smrogoff@hotmail.com exp 2c/wants 5,7,8,9,10,11 (Trans-Atlantic)/offers 1,4,5a,7,8 (physician).
 Stuart Morris, 25, (415) 759-6819 exp 1/wants 1,2,3,4,5,6,7,8,9,10/offers 3,4,6,7.
 Terry Graham, 53, (805) 466-4461 exp 3/wants 1,2,3,4,5,6,7,8,9,10,11 (Asia)/offers 1,2,3,4,5ab (Japanese),7,8 (K-8th teacher).
 Tom McCall, 69, (408) 353-1665 exp 3/wants 1,2,3,4,6,8,9/offers 1,3,4,7,8 (panic-proof).
 Tom Perry, 53, (209) 474-1796 or topper@justicemail.com exp 3/wants 1,2,4,10/offers 1,3,4,7.
 Tyler Harden, 29, (408) 829-0268 or tiggerme2@yahoo.com exp 2c/wants 1,2/offers 3,7.
 William Rawlings, 58, (760) 728-3305 or whrawlings@aol.com exp 4/wants 4,5,8,9,10/offers 1,5,7,8 (nav).
 Yana Murphy, 55, (510) 527-9501 or yana@there.net exp 3/wants 5,6/offers 1,3,4,5a,7,8 (non-smoker, no drugs).

WOMEN TO CREW ON A CRUISING BOAT

A. Fridge, 38, (707) 823-9362 exp 1/wants 1,3,8/offers 1,3,4,7,8 (CMT).
 Alea, 51, (650) 498-7570 wk exp 1/wants 1,2/offers 1,3,4,7.
 Arlene, 64, (530) 244-4737 or arryan@webtv.net exp 2c/wants 4,5,6,8,9/offers 1,4,5a,7.
 Beverly Factor, 40ish, (949) 673-2555 exp 3/wants 3,4,5,7,8,9,10,11(world)/offers 3,4,5b (French),6,7,8 (underwater photography, diving).
 Barbara Colley, 40, (650) 947-9217 exp 2c/wants 3,4,5a,5b (French, Dutch, Portuguese),6,7,8 (artist, animals, never gets seasick).
 Courtney Duncan, 18, courtneyduncan@hotmail.com exp 1/wants 4,5,6,7,8,9,10/offers 3,4,7.

WOMEN TO CREW, CRUISING — cont'd

Cynthia Anna Eriksson, 45, (831) 373-4042 exp 4/wants 2,5,8,9,10,11 (Inquire)/offers 1,3,4,5a,b (Italian, Swedish), 6,7,8 (Inquire).
 De, 40, de@vcolick.org exp 2-3/wants 2,5 (1-way delivery?)/offers 2,3,7,8 (sober, reliable, serious about seamanship).
 Deanna Sclar, 50+, (310) 574-3833 exp 4/wants 3,4,5,7,8,9,10,11 (China, S.A.)/offers 3,4,5a,b (French, Portuguese, Malay., Indo.),7,8 (sing, dance, tell funny stories).
 Deborah Evans, 39, (831) 426-9424, debevans@cruzers.com exp 2c,3/wants 1,2,3,4,5,8/offers 1,3,4,5a,7,8 (nutritional, herbal medicine).
 Deirdre, 33, (415) 487-4668 exp 2a,3/wants 1,2,3,4,5,8,10/offers 1,3,4,7,8 (guitar, surfing).
 Dona, 50, Fax (760) 929-9142 exp 3 (Galveston)/wants 3,4/offers 4,6,7.
 Erika, 36, (510) 655-4680 or erika@jamming.com exp 3/wants 1,2,3,6/offers 3,4,7.
 Gayhell I. Craig, 40, (916) 488-5057 exp 1/wants 1,3,4,5,6,8,10/offers 1,3,4,5b (French),6,7,8 (good team player).
 Gyda Sears, 25, (530) 541-6065 exp 1/wants 5,7,9,11 (Southeast Asia)/offers 1,3,4,7,8 (easy goin!).
 Helen, 42, phone or fax (510) 654-1849 exp 2a/wants 1,2, (long term goal 3-10)/offers 3,4.
 Jan, 49, (510) 835-4444 exp 3/wants 1,5,10/offers 3,4,6,7,8 (massage therapist).
 Jean, 51, (415) 431-2946 exp 3/wants 1,5,6,9,11 (Greece)/offers 3,4,5a,b (some Greek),6,7,8 (creative problem solving, calm, wants to learn more).
 Jennifer Daniel, 22, (707) 464-2470 exp 1/wants 5,7,8,9,10/offers 1,4,6,7,8 (CNA).
 Judy, 40, (510) 869-4666 exp 2c/wants 1,4,5,8,10/offers 1,3,4,6,7,8 (great smile).
 Judy White, 50s, (415) 388-9562 exp 3/wants 1,3,4,5,8,9/offers 4,5a,b (Italian),7.
 Julia Borgstrom, 40, (415) 331-3069 exp 3/wants 1,2,7,8,9,10,11/offers 1,3,4,5a, 5b (French),6,7.
 Karen, 40, jackman@alaska.net exp 2c/wants 4,5,6,8,9/offers 1,3,4,7.



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- 5) Hawaii and/or South Pacific
- 6) Pacific Northwest or Alaska
- 7) Caribbean
- 8) Mediterranean
- 9) Anywhere warm
- 10) Other destination(s) _____

I / WE CAN OFFER:

- 1) At least a month of shared expenses
- 2) Mechanical skills: engine, electronics, refrigeration, etc.
- 3) Elbow grease for bottom work, varnishing and upkeep
- 4) Cooking and cleaning skills
- 5) Language skills — I'm reasonably conversant in a) Spanish; b) Other(s): _____
- 6) Ornamental skills — I look good in a bikini/speedo
- 7) Personality skills — I don't get pissed when awakened at 3 in the morning, and can maintain a sense of humor in most situations
- 8) Other skill(s): _____

Kelly M. Harford, 23, chevycav@netscape.net

exp 1/wants 1,2,3,4,5,6,7,8,9,10,11

(Spain)/offers 1,3,4,5b (French),7,8 (CPR/1st aid certified, sewing, esp. repair).

Kym Culver, 42, (510) 848-3588 exp 2/wants 7,10,11

(Brazil)/offers 1,3,4,5a,b (French, Portuguese),6,7,8 (patience, clarity of thought).

Lisa Olson, 28, (949) 644-4965, (949) 930-2441

exp 1/wants 1,2,3,4,5,8,9,10/offers 3,4,6,7.

Liz, 42, (415) 927-1920

exp 4/wants 5,8,9,10/offers 3,4,6,7,8 (provisioning, travel guide).

Lorrie Wood, 45, (707) 553-8782, lorricc@hotmail.com

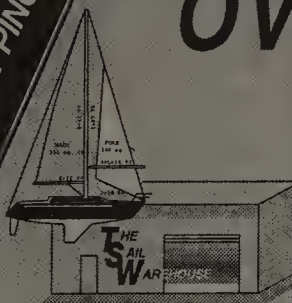
exp 1,2a/wants 3,4,5,7,8,9,10/offers 3,4,7,8 (Inquire).

Mabelle, 54, (831) 375-2408 or mabelle@compuserve.com

exp 4, really lots/wants 4,5,7,8,9,10,11 (Aus.)/offers 1,4,5a,

b (Italian, French),7,8 (provisioning, dancing, 4 languages, anchoring, sea-sense).

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WOMEN TO CREW, CRUISING — cont'd

Marlaina P., 40, (707) 577-1070, fax (707) 996-8260, loro5@aol.com exp 2c/3/
wants 1,2,3,4,8,11 (Norway or Sweden, Catalina Is., Two Harbors)/offers 3,4,5a,6,7.
Martha, 34, (415) 552-7528 exp 2c/wants 1,5,8,9,10/offers 1,3,4,5a,b (Greek),7.
Nancy, 45, fax (831) 454-0838 exp 3/wants 3,4,8,9,10/offers 1,4,6,7.
Patricia, 56, (415) 331-9467 exp 2b/wants 1,2,4,5,8,9,10/offers 1,3,4,7.
Peg Cusack, 29, (703) 524-1435 or mmcusack@aol.com
exp 3/wants 4,5,8,10/offers 1,3,4 (child care),7,8 (bartending!).
Rosemary McNally, 51, (510)337-2741 or rosemary@well.com
exp 2c/wants 1,2/offers 7,8 (good conversation).
Sandra, 38, (415) 439-8322 exp 2/wants 4,5,8,10/offers 5a,7.
Sandra Masili, 33, (415) 922-1230 or sandram@commink.com
exp 2c/wants 1,2/offers 1,4,7.
Shell Boyd, 35, (970) 923-3069 or fax (970) 923-5426 exp 4/wants
5,7,8,9,10,11 (Australia/NewZealand)/offers 1,3,4,6,7,8 (navigation/provisioning).
Susan, 34, (415) 563-7790 or mermette@earthlink.net
exp 3-4/wants 5/offers 3,4,7,8 (RN).
Susan, 50+, (510) 524-7939, EBTZ@aol.com
exp 2c/wants 1,4/offers 4,5a,b (French),7.
Susan, 40+, redree@hotmail.com exp 2c/wants 4,5,7,8,9,10/offers 1,3,4,7.

COUPLES TO CREW ON A CRUISING BOAT

Art & Cammy Fuller, 63 & 55, (530) 823-1952 exp 2-3/wants 1,2,
3,4,5/offers 1,2,7,8 (nav., watch standing, owned a M-15/Allied Seawind in past).
Bob & Marsha, 50, (707) 422-3414
exp 3/wants 1,2,3,4,7/offers 1,4,7,8 (navigation).
Deborah Van Buren & Arnold Owens, 51 & 54, (530) 477-1267
exp 2c/wants 5,11 (Central & So. America)/
offers 1,2,3,4,5,7,8 (each has CPR/1st aide cert., coastal cert. & keel boat cert.).
Frank & Melissa Ravenswood, 32, (619) 965-8115 exp 1/
wants 2,4,5,8,9,11 (South America)/offers 3,4,7,8, (extensive computer background).
James & Janet Quinby, 40+, (415) 456-2048 or Quantum Sails (510) 234-4334
exp 2/wants 1/offers 3,4,7,8 (sailmaking/repair).
Jan & Mark, 33 & 40, (415) 332-7821

COUPLES TO CREW, CRUISING — cont'd

..... exp 2,3/wants 4,5,8,10/offers 4,5a,7,8 (photography, dolphin swims).
John Gentile, Mary Martinez, 24 & 26, (408) 527-8691 exp 2c,3/wants 3,4,7,10/offers
1,3,4,5a,7,8 (basic celestial navigation, rigging, sail, maintenance, CPR/1st aid).
John & Sue, 41 & 40, (408) 629-6565 exp 2c-3/wants 4,6/offers 1,2,7.
Karen Begley & Scott Baker, 29, (415) 482-9332 exp 1-2a/wants 1/offers 3,4,6,7.
Stan & Sharon J., 49 & 53, (916) 323-3897
exp 2c/wants 1,8/offers 3,4,7,8 (mech., carpentry, SCUBA cert).
Winslow Rouse & Linda Sorensen, 58 & 54, (510) 204-9662, virdad@hotmail.com
exp 3/wants 1/offers 4,5a,7,8 (piloting/helmsperson).

CREW LOOKING FOR CRUISING BOATS

MEN LOOKING FOR CRUISING CREW

Angel Canosa, 63, (707) 642-0510 or POB 1363, Vallejo, CA 94590, Cutter 35',
Baja, 11/99 wants 1,2,3,4,5,6.
Bill Christianson, 40, (253) 939-8351 or svchinook@usa.net, 45' Tri, SE Alaska,
Mexico; AK/summer, '99; Mex/winter, '99/00 wants 1,2,3,7a,8,9,10.
Bob Coulter, 62, svtamara@juno.com, Kelly-Peterson 44, SoCal & Mex, date open
..... wants 1,3,9,10.
Captain Lee, 53, (916) 372-9165, 37' ketch, up the coast wants 2,3,11.
Captain Mongo, 40, (415) 332-0583 or captmongo@aol.com, Swan 47, Mex/BC/
Coastal CA, 1999; HI, 2000. wants 2,3,4,5,6,8,9,10.



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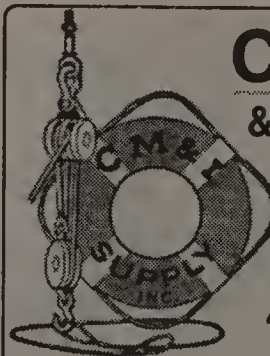
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Charley McCorkle, 63, (415) 584-3925 after 5/1/99, 34-1/2' ketch, from HI to SF, 6/1/99 wants 3.
Charlie Barkhoff, 59, 42 Harbor way P12, Vallejo, CA 94590 or Slip 40-K Dock, Vallejo Municipal Marina, 3-mast yawl Chinese junk rig, Mex, Sea of Cortez, Baja Ha-Ha, summer open, Aug. latest wants 1,3,5,9.
Chuck Tilson, 59, fax (340) 776-6136, c/o Connections East, POB 9901, St. John, USVI, 00830 or connections-St.John@worldnet.att.net, Hunter 42, East Carib, start now for one year wants female 3,4,5,7b (French), 8 (scuba), 9,10.
Cliff Shaw, 48, (925) 939-2490, Crowther 10m catamaran, coastal, then HI, Pac Cup 2000 wants 1,2,3,4,5,6.
David Woodard, 58, (904) 278-3896 #988, Vagabond 47, Mex & sea, 4/99 to 6/99, 10/99 to 6/00 wants 1,2,3.
Doug Covert, 48, (503) 629-9185 or dougc@teleport.com, Cascade 42, Pacific NW, summer; SoCal/Mex, fall/winter wants 1,2,3,4,5,7a.
Doug Lee, 36, (408) 353-4593, 42' Catalina, Mex/Carib, Fall '99 wants 1,3,9,10,11.
Eric Heideman, 42, (626) 284-9102 or antmar25@aol.com, fast safe comfy 65', Mex, S.Pac or Carib etc, Fall '99, for 2 or more yrs wants 3,4,7,9,10.
Fred Reynolds, 39, (925) 938-0168 or freynolds@hotmail.com, C&C 34, Spain to Carib, 9/99 wants 1,2,3,8 (dancing, scrabble), 9,10,11.
George Backhus, 44, saylordude@aol.com, Deerfoot 62, SoPac to NZ, 5-10/99 wants 1,2,3,4,5,8 (scuba), 9,10,11.
George Killam, 67, (925) 937-5297, Morgan 383, SoCal/Channel Is, 6-9/99 all or part wants 1,2,3,6.
Greg Stach, 52, (415) 332-4477, 39' cutter, Channel Is, 9/99 wants 1,2,4,8 (scuba, windsurfing).
Hubert Schoenherr, 94, fax in La Paz, Baja 01152 (112) 5-40-96, CT 35 PH ketch, Sea of Cortez, 5/15/99 wants 1,3,9.
Jerry Morgan, 61, (707) 539-5397, Trintella 53, Mex, Cent. America, SoPac, etc, 2-1/2 yrs from now wants 1,2,3,4,5,6,7,8,9,10.
Jim Murphy, 58, (619) 793-5651, Rawson 30, Baja, 5/99 wants 1,3.
Joe Emmi, 56, (650) 875-7412, Tayana 37', Carib, 6/99 .. wants 1,4,8b (cooking), 9.

MEN LOOKING FOR CRUISING CREW—cont'd

Joe Hawkins, 66, (415) 957-9099 or fax (415) 777-9404 or jhawk5@pacbell.net, Crealock 37, Northern ports of BC, mid/late April .. wants 1,2,3,4,7b (Canadian), 11.
John Pitts, 53 (707) 895-2261, POB 281, Boonville, CA 95415, Windbourn, Costa Rica, 8 or 9/99 wants 2,3.
Larry Fredericksen, 61, (949) 640-9675, 47' sail/catamaran, Fiji from Australia, 6/1/99 no wants checked.
Lary (San Diego), 59, (619) 522-6808, center cockpit ketch, HI & So/West Pac, 5/99 & later wants 1,2,3.
Leo LeBon, 60+, (510) 524-2609, Pretorien 35, Mexico, 3-4/99 .. wants 1,4,5,6,10.
Leonard Kimball, 59, fax (619) 422-1901, Union Polaris 36 (in La Paz), Sea of Cortez, June wants 1,3,8,9,10.
Leslie King, 45, (505) 984-2190 or lesking3@yahoo.com, Wilderness 40, CA, HI, Tonga, Fiji, Australia, summer '99 wants 3.
Lester Helmus, 63, (213) 624-1995 or lesterhel@aol.com, Corbin 39, Mexico, fall '99 wants 3,4,9,10.
Marc Culver, 50, (415) 902-0674, Alberg 37, Innercoastal to Carib then west, 9/99 wants 1,2,3,7,8,9,10.
Mark Bergin, 47, (408) 616-8913, Panda 38, So Cal/Mex, late '99, early '00 wants 1,2,3,7.
Martin, 40, (831) 858-6543, Tartan 37, Monterey Bay, all yr wants 2,3,8 (varnish), 10,11.
Mik Hibbets, 35, mike_hibbets@ibm.net, CT-49, Mex & beyond, already cruising wants 1,2,3,9, (long or short term crew positions).
Neil Bisbee, 50, pager (650) 741-3164, 28' sloop, French Polynesia, 6/10/99 wants 1,7b (French).
Peter Nott, 55, (310) 452-4016 or nottpeter@aol.com, Peterson 46, Thailand, 4/99 wants 2,3,4,5,6,7b (French), 8 (scuba), 9,10,11.
Rick Kain, 56, (408) 666-4705 or rick_kain@compuserve.com, Norseman 447, Mexico, So Pac, 10/99 wants 1,3,7a,9.
Robert Carman, 65, (541) 271-4262, 38' cutter (Ingrid), Carib via Panama, winter 99 & on wants 1,2,3,7a,9.
Robert Jordan, 60, 1220-190 Roscrans St., San Diego, CA 92106, 50' schooner - SB, New Zealand, summer '99 wants 1,2,4,5,6,7b (French), 8,9,10.
Rod Mejl, 57, rodmell@aol.com, Valiant 40, HI, then left or right?, 5/99, wants 1,3,9.

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1999 CREW LIST —

MEN LOOKING FOR CRUISING CREW—cont'd

Ron "Mazatlan" Johnson, 56, (360) 293-4178, C&C Landfall 48 (in Mexico), Mexico-ongoing wants 3,9.
 Ross Mainor, 57, (650) 869-5229, 41 Cheoyll, open for discussion, wants 1,2,3,5,9.
 Roy Sturgeon, 55, POB 686 Dana Point, CA 92629, 32' Aires, Mexico, So Pac, 11/99 wants 1,2,3,5,9,10,11.
 Russ Brito, Kona Kai/Shelter Island, 50, (619) 204-9175, 32' Fuji ketch (in San Diego), Mex & beyond, 1999-2000 wants female, 1,2,3,4,5,7,8,9,10,11.
 Shull Bonsall, 81, (949) 673-3793, custom 75' Rhodes center-cockpit ketch, Mexico, Marquesas, Societies, Samoa, Tonga, Fiji, New Zealand (see Amer Cup, Olympics), around the world, 11/99 wants 1,2,3,4,5,6,7b (French), 8,9,10.
 Scott Fisher, 46, (415) 531-4984, Islander, HI/June-July; Mexico/Oct. wants 1,3,9.
 Steve Etling, 47, (503) 590-5289, S-2, 9.1 sloop, Portland to Baha-ha-ha, to Mex to HI, 9/99-4/00 wants 1,2,3,8 (planning, organizing), 9.
 Steve White, 41, 1156 Amador Ave., Berkeley, CA 94707, 36' Pacific Seacraft, HI, 6/99 wants 3,4,5,11.
 Terry Kane, 55, (650) 363-4249, 32' sloop, Kauai to SF, 8/11/99 wants 3,4,6.
 Tom Wickenhauser, 50, (954) 525-6282, 1126 SE 6th Ave, Suite 500, Ft. Lauderdale, FL 33316, 60' custom catamaran, Bahamas, April/May wants 1,3,7a,8 (diver), 9,10,11.
 Willie Evans, 63, SASE to POB 634, Petaluma, CA 94953, 46' ketch, Monterey, July-Aug wants 1.
 Zigismund, 60, POB 3089, Harbor, OR 97415, custom, south, summer '99 wants 1,3,9,10.

WOMEN LOOKING FOR CRUISING CREW

Joann Butters, 57, (707) 869-3824, Pearson 365, on the bay, then cruisin' wants lesbians, 1,2,3,4,5,8,9.
 Ricki, 47, (415) 332-8181 or reb@well.com, Westsail 32', Channel Islands, summer/fall wants 1,5,6.

COUPLES LOOKING FOR CRUISING CREW

Bill & Nancy Raney, 63, (408) 334-6695 or (408) 429-1780, 42' Trawler, Vancouver, BC, 5/1/99 wants 3,4,5,6,8 (wet suit).

"WANT CREW" CODE

MY/OUR BOAT IS A: _____

I/WE PLAN TO SAIL TO: _____

ON OR ABOUT (DATE): _____

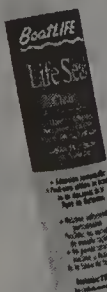
WE ARE LOOKING FOR CREW:

- 1) Be willing to share basic expenses such as food and fuel
- 2) Be willing to bust butt preparing the boat
- 3) Have more desire than experience
- 4) Have lots of ocean experience
- 5) Know more about offshore navigation than just pushing buttons on the GPS
- 6) Have mechanical skills for the engine, refrigeration, etc.
- 7) Have language skills: a) Spanish, b) Other: _____
- 8) Other skills (woodworking, scuba, etc.) _____
- 9) Be unattached and unopposed to the possibility of a friendship blossoming
- 10) Look good in a bikini/speedo/birthday suit
- 11) Understand and appreciate Jim Carrey's humor.

Jerry & Pat, 50+, 10c Redwood City Marina or ezeziel@ix.netcom.com or (650) 941-7260, 81 Hunter 37 cutter, San Diego, Baha Bash, Aug wants 1,2,3,4,5,6,7a,8.
 Jim & Eleanor Hancock, 40 & 38, (510) 769-6326, Freya 39, Bay Area/summer '99; Mexico/fall '99 wants 1,3,8 (some offshore exp/team player), 11 (Steve Martin's humor).
 Mr. & Mrs. Lutzenberger, 56, lutzenberger@compuserve.com, Force 50, Hudson, Sea of Cortez, end of 10/99 wants 1,3,5.
 Menno & Mary Marringa, 40s, (415) 585-9810 or ahoy@pacbell.net or fax (415) 333-5654, CS36, Baja Ha-Ha, 10/99 wants 5,8 (child-tolerant), 11 (Inquire).



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DAYSAILORS LOOKING FOR CREW

MEN WITH BOATS FOR DAYSAILING

Angel Canosa, 63, (707) 642-0510 or POB 1363, Vallejo, CA 94590	1,3.
Arnold Gallegos, 50+, (415) 239-1844	1.
Bill Thomson, 52, (415) 775-5300	3.
Bob LoRusso, 40, (925) 932-6506 (Hobie Cat 16, great thrill for kids)	1,4.
Bob Naber, 42, (510) 769-0309	1.
Bob Ritchie, 56, (415) 331-9316	1.
Brian, 38, (707) 829-7744	1,3.
Captain Mongo, 40+, (415) 332-0583 or captmongo@aol.com	1,3.
Carl Wohltmann, 54, (650) 952-8218	1,3.
Christian Allaire, 31, (530) 546-0527 or ketch@telis.org	1,3.
Chuck Haslund, 52, (510) 532-1629 or librtycall@aol.com	1.
Dan Garr, 50, (831) 426-4575 or dangarr@aol.com	1.
Dave Bergen, 43, (800) 574-4895 ex 112 or bergen@gacnw.com	1,3.
Dr. David DeMasi, 49, dd9283@aol.com	3.
David Hand, 50, (925) 820-5637	3.
Doug Lee, 36, (408) 353-4593 (from Santa Cruz)	1,3.
Doyle Knight, 58, (408) 823-7055	1.
George Cardona, 48, (408) 477-0362 or pager (408) 689-4171	1,3.
Graham Whiting, 57, (510) 533-9106	1.
Jerry Morgan, 61, (707) 539-5397	1,2,3.
Jim Schoonover, 45, (916) 861-7160	1,2,4.
Jim Wallis, 40, (530) 662-5889	1,3,4.
Keith Davis, 44, (415) 641-4038	1,3,4.

MEN WITH BOATS FOR DAYSAILING — cont'd

Konrad Schoebel, 70, (650) 851-3815 (Tartan 41, Blitz)	3.
Marc, 34, marc_94801@yahoo.com	1.
Marc Hachey, 45, (530) 888-1234 or seaangel@jps.net	1,3.
Mark Bergin, 47, (408) 616-8913	3.
Marty Ratner, 54, (650) 324-8771 or mratner@psminc.com	3.
Mike Kearney, 43, (510) 353-9771 or mmkearney@home.com	3.
Nigel Dickens, 50, (415) 332-3675	1.
Richard Merz, 39+, (415) 333-6101	1.
Rick Caron, 51, POB 101, Peaks Island, ME 04105 or (207) 766-2064	1.
Rick Drain, 41, (650) 367-9926 or rdrain@slip.net	1.
Robert Bathiany, 53, (510) 522-2586 or okbca@aol.com	1.
Ross Mainor, 57, (650) 869-5229	1.
Roy Curry, 55, (415) 456-2114	1.
Russ Cooper, 29, (415) 928-8043 or russ_cooper@yahoo.com	1,3.
Steve White, 41, 1156 Amador Ave, Berkeley, CA 94707	1,4.
Steve Wollmer, 50, (510) 843-2053 or swollmer@ebmud.com	1.
Tom, 52, (650) 347-6259	1.
Tom McCall, 69, (408) 353-1665	3,4.
Tyler Harden, 29, (408) 829-0268 or tiggerme2@yahoo.com	1,3.
Vic Williams, 40+, (209) 274-2054	1,3.

WOMEN WITH BOATS FOR DAYSAILING

Christine, 49, fishe1@earthlink.net	1.
De, 40, de@vcolick.org (woman skipper looking for women crew)	1.
Nancy, 45, (415) 331-7844	1.

COUPLES WITH BOATS FOR DAYSAILING

Jerry & Pat, 50+, ezekiell@ix.netcom.com or (650) 941-7260	1,2,4.
Jim & Cindy Silver & kids, 55,41,15,14,14,8, jwsilver@slip.net or (510) 304-7897	4.
Jim & Karla, 53/40, Jim (415) 389-9304	1,2,3.
Jim & Lucie, 50+, (510) 234-8403	1,3.
Stan & Sharon J., 49/53, (916) 323-3897 (days)	2,3,4.

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CREW LOOKING FOR DAYSAILING

MEN FOR CASUAL DAYSAILING

Alan Gilstrap, 56, cell (916) 870-4985 or work (916) 277-1514	1,3 (1).
Alex Brody, 52, (209) 579-2657 or pgr (209) 578-8523	1.
Andrew Peters, 27, (415) 695-9987 or sailing@cinemascope.com	1.
Ben Chang, 33, (650) 506-2991 or bcchang@oracle.com	1,3 (2-3).
Benjamin Pink, 26, work (510) 893-5160 or benp1@hotmail.com	1.
Bob LoRusso, 40, (925) 932-6506	1.
Bob Naber, 42, (510) 769-0309	1.
Branko Grujicic, 32, (415) 448-2629	1.
Carl Wohltmann, 54, (650) 952-8218	1.
Chip Dow, 42, (530) 893-1772 or chipshome@jps.net	1,2,3 (1-2), 4,5.
David Lee, 30, (415) 664-7336	1.
Ev Pelton, 55, (415) 499-8807	2.
Gene Villagran, 45, (925) 686-4109	1.
George Cardona, 48, (408) 477-0362 or (650) 329-0986	1.
Jerome Ware, 49, (650) 261-0502	1.
Jim Cavell, 58, (916) 485-6377 or work (916) 922-1535	1,2,3 (2).
Jim Cox, 51, (408) 867-0585 or jcox@icsystem.com	1,3 (2), 5.
Jim Holderegger, 39, (408) 947-1521 or pgr (408) 932-9695	1, maybe 2,3 (2-4).
Jim Wilkerson (+ one female), 40, (916) 923-5295 or jwilkerson@juno.com	1,2.
Joel Waldman, 70, (650) 327-4259 or joelw@slip.net	1.
John D., 51, (650) 349-7379	1,4 (sometimes).
John Groesz, 54, (530) 889-9540	1.
Marc Dupuis, 34, (415) 553-4517	1.
Matt, 48, (510) 237-6642	1.
Matt McDaniel, 28, (415) 831-3451	1.
Michael Heiner, 40, (415) 460-9080	1.

DAYSAILING CODES

I/WE HAVE BOAT, WILLING TO TAKE OTHERS OUT. I AM/WE ARE:

- 1) Single to take singles out
- 2) Couple to take couples out
- 3) Singles, couples or small groups okay, but leave any kids home
- 4) Kids okay as long as you can control them

WANT TO JOIN OTHERS FOR CASUAL DAYSAILS. I AM/WE ARE:

- 1) Single
- 2) Couple
- 3) A group of _____ (state number) friends interested in sailing
- 4) Would like to bring kids
- 5) Going sailing to escape the kids

Peter Kacandes, 32, (650) 324-0439 or www.peterk.com or pnk@peterk.com	1.
Richard Gerwe, 32, (415) 558-9826	1.
Rob Delnagro, 25, (510) 834-8363	1.
Robert, 34, (650) 615-2401	1,2.
Roy Anderson, 62, (707) 542-5447	1.
Roy Curry, 55, (415) 456-2114	1.
Stephen Mark, 50, (415) 775-2643	1.
Steven Molin, 34, smolin@altavista.net	1,2.
Tom McCall, 69, (408) 353-1665	1,2.
Tom Perry, 53, (209) 474-1796 or topper@justicemail.com	1,5.
Tom Willard, 45, (916) 663-9635	1.
Troy Baker, 40 (916) 806-1486 or bake_a@hotmail.com	1.
Wayne Samdahl, 41, (415) 674-7910 or wsamdahl@hotmail.com	1.

WOMEN FOR CASUAL DAYSAILING

Camille Levasseur, 29, (707) 552-3307 or camille@calconsulting.com	1.
Candy Warren, 51, (650) 628-1856 or cwarren@romac.com	1.
Chandra Williams, 30+, (415) 789-5194	1,3 (3-4).
Christine, 49, fishe1@earthlink.net	1.
Claudia/Lori, 28/37, (408) 591-8306	2.
Cynthia Anna Eriksson, 45, (831) 373-4042	1.
Deborah Evans, 39, (831) 426-9424 or debevans@cruzers.com	1.
Deirdre, 33, (415) 487-4668	1,2,3.
Denyse McElroy, 47, work (415) 445-2263	1,3 (1).



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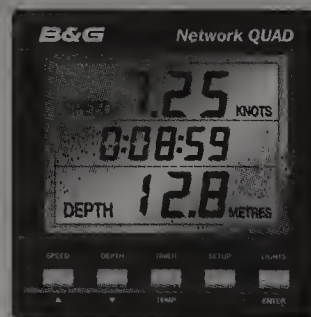
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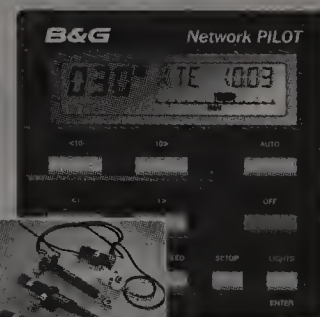
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- Dona, 50, fax (760) 929-9142 1.
 Erika, 36, (510) 655-4680 or erika@jamming.com 1.
 Gaynelle Craig, 40, (916) 488-5057 1.
 Ginger, 40+, (925) 989-3033 1.
 Jan, 49, (510) 835-4444 1.
 Jeanne, 45, moje@calweb.com 1.
 Julia Borgstrom, 40, (415) 331-3069 1.
 Katie Mae, 35, (415) 522-1762 or kmaenot@aol.com 1,3 (1-2).
 Linda Norris, 42, (650) 941-9624 1.
 Liz, 42, (415) 927-1920 1.
 Lynne, 45+, (510) 769-8466 or lynneo@ix.netcom.com 1.
 Marlaina P., 45, (707) 577-1070 or fax (707) 996-8260 or loro5@aol.com 1,2,3 (1-2),5.
 Melanie, 44, (415) 927-8528 1.
 Miki Pryor, 55, (415) 647-5644 or mikipry@hotmail.com 1, 3 (2-3 women).
 Nancy, 45, fax (831) 454-0838 1.
 Renee, 40s, (510) 532-1935 1,5.
 Rosemarie Reeder, 55, (530) 272-5449 or nurserosemarie@hotmail.com 1,3 (2-3 women).
 Sandra, 38, (415) 439-8322 1.
 Sheryl, 46, h2obb@juno.com or fax (707) 584-1339 1.
 Susan, 50+, (510) 524-7939 or ebtz@aol.com 1.

COUPLES/GROUPS FOR CASUAL DAYSAILING

- Bob, Katie & Rob Ralph, 50/24/17, (510) 426-2306 or pager (510) 830-6147 or fax (510) 426-0813 or rralph7764@aol.com 1,3 (3).
 Craig & Jocelyn Wood, 50/30, (408) 975-9344 or craigmwood@juno.com 1,2.
 David & Raelee Pold, 42/45, (360) 424-5836 or rdpolda@cnw.com 2.
 Ed & Betty Shea, 35, (415) 479-0660 1,2.
 Gilbert & Naomi Ratcliff, 60, (209) 538-7082 2,3 (2).
 James & Janet Quinby, 40+, home (415) 456-2048 or wk (510) 234-4334 2.
 Jan & Mark, 33/40, (415) 332-7821 2.
 John & Nell Bullock, 50s, (209) 538-2196 2,5.

- Karen Begley/Scott Beka, 29, (415) 482-9332 1,2,3 (4).
 Marsha & Robert, 50, (707) 422-3414 2.
 Mike Fitzner/Edda Rottscheidt, 34/30, (408) 983-1064 2.
 Paul & Karen Rodriguez, 30s, (916) 366-8408 or sparky2078@aol.com 2,3 (2).
 Regina & Ralph, 56/58, ranavy@aol.com 1,2,3 (1-4, no kids).
 Sam & Carol Studer, 33/31, (650) 962-9488 2.
 Shirley & Jay Russell, 50/55, (650) 571-7788 2.
 Stan & Sharon J., 49/53, (916) 323-3897 2,4,5.
 Tony Ferlazzo & Fran Felts, 40/36, (925) 484-4657 2,4,5.

PEOPLE WANTING TO BOAT SWAP

PEOPLE WANTING TO BOAT SWAP

- Alan & Arlene Taylor, 40s, (415) 289-0814 or rolig@california.net, Pacific 38, ... want Carib, Medit, NZ for 2 wks in '99.
 Bob LoRusso, 40, (925) 932-6506, Hobie Cat 16, House anywhere United flies, anytime.
 Chuck Hooper & Shelly Nissen, 48/29, (707) 746-6575 or csjnhoooper@yahoo.com, Contessa 33 (PHRF 138) want PacNW, Carib, SoCal, Medit, East Coast for 2-3 wks in 6,7,8/99.
 Gilbert & Naomi Ratcliff, 60, (209) 538-7082, Bristol 29' want PacNW or BC for 2 wks 8-10/99.
 Lester Helmus, 63, (213) 624-1995 or lesterhel@aol.com, Corbin 39 wants PacNW, Medit for 2-4 wks in 10/99.
 Menno & Mary Marringa, 40s, (415) 585-9810 or fax (415) 333-5654 or ahoy@pacbell.net, CS36 want NYC, PacNW, Mex for 2 wks anytime.
 Randy DiDonato, 37 (970) 464-5998, Colorado Vacation Home want warm climate for 1-2 weeks anytime.
 Tony Giglielano, 59, (831) 476-5993, 44' wants Carib, SoCal, Medit for 1-4 wks in summer/99.

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1999 CREW LIST

PEOPLE WANTING TO CO-CHARTER

PEOPLE WANTING TO CO-CHARTER

Name (?), 65, (626) 578-1503 or dpji@jps.net wants 1-2 wks anytime/exp 3,c (50 yrs)/prefers 1,4,7,8/in 4,5,6,7,8,9 (Indian Ocean).
Arlene, 64, (530) 244-4737 or arryan@webtv.net wants 2-3 wks, anytime/exp 2,a/prefers 1,4,6,7/in 4,5,6,7,8.
Bob & Marsha, 50, (707) 422-3414 anytime/exp 3,a,b,c/prefers 1,2,3,7/in 1,2.
Bill Horning, 62, (408) 602-1221 wants 2-4 wks anytime/exp 3,c/prefers 1,3,4,6,7/in 2,3,4,6,7.
Cynthia Anna Eriksson, 45, (831) 373-4042 wants summer/fall/exp 3,b/prefers 1,3,4,8/in 2,4,5,7,8,9 (Aus, Coral Sea).
Ginger, 40+ (925) 989-3033 exp 3,c/prefers 1,3,4,6,7/in 1,2,3.
Hugh Gregg, 42, (925) 449-0254 or hgregg@home.com wants 1-2 wks in spring/fall/exp 3,c/prefers 1,4,7,8/in 6,7,9 (SoPa).
Jim Cox, 51, (408) 867-0585 or jcox@icsystem.com wants 1 wk anytime/exp 3,b/prefers 1,3,4,7/in 1,2,6.
Jim & Kim, 36, (415) 285-1682 or jimstruble@hotmail.com want 1-2 wks anytime or New Years/exp 3,c/prefers 1,3,7/in 7.
Judy White, 50s, (415) 388-9562 exp 2/prefers 4/in 1,3,4,5,7,8.
Mike Hickey, 44, (415) 668-9924 wants 4-8 wks anytime/exp 2,c/prefers 1,4,6,7,8/in 4,5,7,8.
Randy Sparks, 45, (831) 425-6362 wants 7-10 days in winter/exp 3,c/prefers 1,7/in 7.
Rocky Beek & Lisa Supple, 44/43, (415) 585-8030 or (707) 942-9606 wants 1-2 wks in summer/fall/exp 3,c/prefers 1,3,6/in 4/6/7.
Stan & Sharon J., 49/53, days (916) 323-3897 wants 1-2 wks in summer/exp 2,c/prefers 2,3,7,8/in 7.

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| 2) Moderate. I sail regularly and have chartered before | b) Prefer co-charterer of at least equal proficiency |
| 3) Lots. I've sailed and/or chartered many types of boats and am a competent skipper | c) Would be willing to co-charter with less experienced party |

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- 2) Crewed (professional skipper and/or crew)
- 3) With other couples
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- 5) With my/our well-behaved kids, age(s) _____
- 6) A smaller (30 to 40 ft) boat with one or two other people
- 7) A medium (40 to 50 ft) boat with four to six other people
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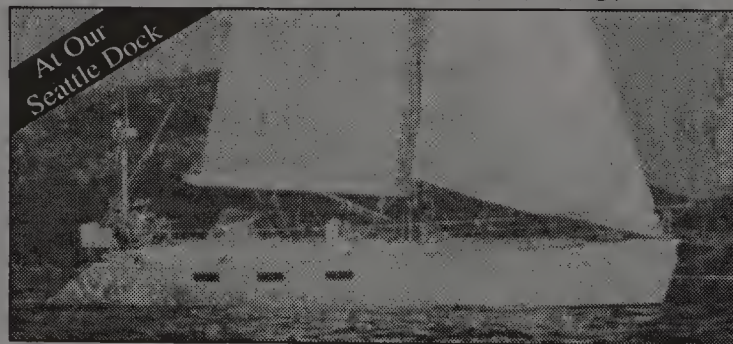
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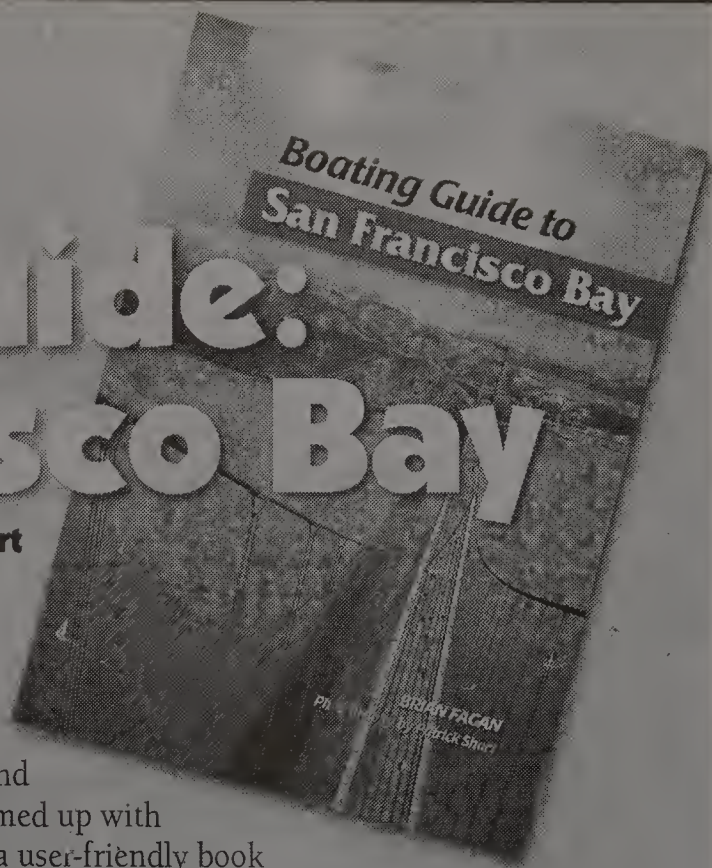
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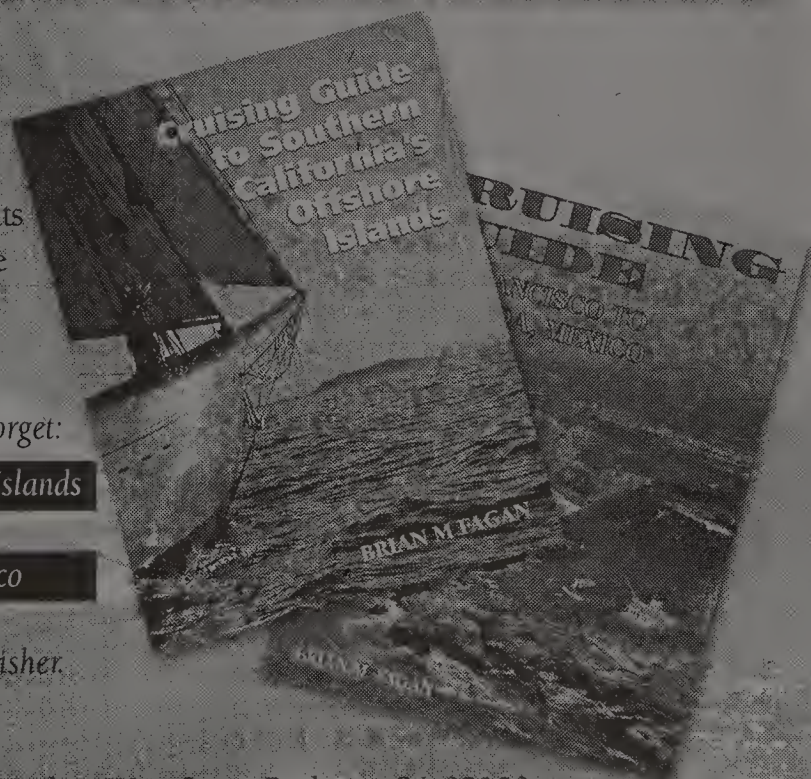
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UNSCHEDULED PIT STOP

It was the best of times, it was the worst of times — it was a dickens of a time. After reading *Latitude 38* for over 20 years, we felt it was time to write. You can imagine our excitement as we were within 48 hours of completing our 12-year circumnavigation aboard our double-

sportfisher out of Newport Beach, CA. Friends on *Astron*, Brean, Louise and Hedley, had told him of our troubles. As he was headed towards Panama, he told



ended cutter *Green Dolphin*. We had frozen shrimp from the Costa Rican shrimpers just waiting for the celebration party in Acapulco. We were so close, yet, we soon found out, so far away.

As we entered the 90-mile span of the dreaded Gulf of Tehuantepec, motoring north with a gale forecast in another 24 hours, we were so thankful we had no wind, flat seas and clear skies. Little did we know of the disaster awaiting us.

We first heard a slight rattle, then a few minutes later. . . silence, dead silence, as the engine quit and froze solid. We were

Despite being only a few short miles from the end of their circumnavigation, Don and Linda just rolled with the punches when trouble came.

them he wouldn't leave us out there. Bill towed us the remaining 55 miles to Puerto Madero and would take only our thanks as payment. Thank you again, Bill!

That was only the beginning of the kindness and help given us and the reason we are writing this report. Via HAM radio we were getting warnings about Puerto Madero: "Be careful, you'll be cheated, it's an awful place. They'll say they've fixed something when they

We first heard a slight rattle, then a few minutes later. . . silence, dead silence, as the engine quit and froze solid.

in a state of shock and disbelief as we looked at each other. With the predicted gale forecast ahead of us, the only thing we could do was turn and go back the 100 miles to Puerto Madero. Easily enough said, but with no wind, it was not so easily done. It took us 45 minutes to turn the boat around, and this at 4 a.m. We were able to make 45 miles in the next 30 hours — we were also going against a current. Our first Christmas present appeared over the horizon: *El Gordo Gato*, a

haven't. They'll want more money than quoted." Needless to say, we were a bit concerned — actually, a lot concerned. But after six and a half weeks in Puerto Madero, we have only raves about the people and the way we were treated.

From the Port Captain to the mechanics to the townspeople, everyone was there to help. Tomas Ricardo Composeco Pepez, Capitan de Puerto, who speaks excellent English, called around until he found a crane — yes, the engine needed to be

PHOTOS COURTESY 'GREEN DOLPHIN'



— SO CLOSE, YET SO FAR

pulled. He also arranged for some of the fishermen to tow us back and forth to the dock and anchorage. They asked for nothing from us. But boy, were there some big smiles as we gave them a bottle of rum on the last towing trip.

Capitan Tomas' assistant, Daniel Cruz, drove us to the Herdez Packing Company to arrange days and times to use their borrowed crane and driver — again, no charge for both the taking out and put-

From the Port Captain to the mechanics to the townspeople, everyone was there to help.

It wasn't easy getting parts for this 40-year-old engine, but Don and Linda found no shortage of human assistance. They approached their dilemma with a positive attitude and made the best of what might have been a very exasperating experience.

ting back in of our 353 Detroit Diesel.

The mechanics from Servicios de la Riva, S.A. De C.V. in Tepachula (28 kilometers from Puerto Madero) put in a hard day's work pulling the engine. And it was not easy. Think of pulling an elephant through a keyhole. Within two days the problem was located, but it would take another week to find out that there were no parts available anywhere in Mexico. Our engine is over 40 years old and was a rebuilt one at that. Don had to fly to San Diego to find a rebuilt blower and gear. He may not have had a white Christmas, but he was home, and finding the part was the best present he could have received.

Once they had the parts in their hands, the mechanics repaired the engine. But due to New Year's, we had to wait another four days until the Herdez crane was available. That was another stressful day of work. Would the engine start up? It was music to our ears when it turned over on the first attempt. We're not sure who was more excited, us, the mechanics, or all the friends we'd made.

Carlos Velazquez, Jefe de Taller at Servicios never once asked us for money. His and the company's policy is to take no money until the repair is made and the engine running. Even then we were told to relax and come in the next day to pay. Would this happen at home? It took twenty-two hours work, use of a truck for hauling the engine back and forth, not to mention the first visit to check out the engine. (Taking that ride in our dinghy actually turned out to be a real thrill for the two mechanics and Carlos the Jefe.) Imagine paying only \$13 an hour for a mechanic and his assistants. The final bill came to \$330.

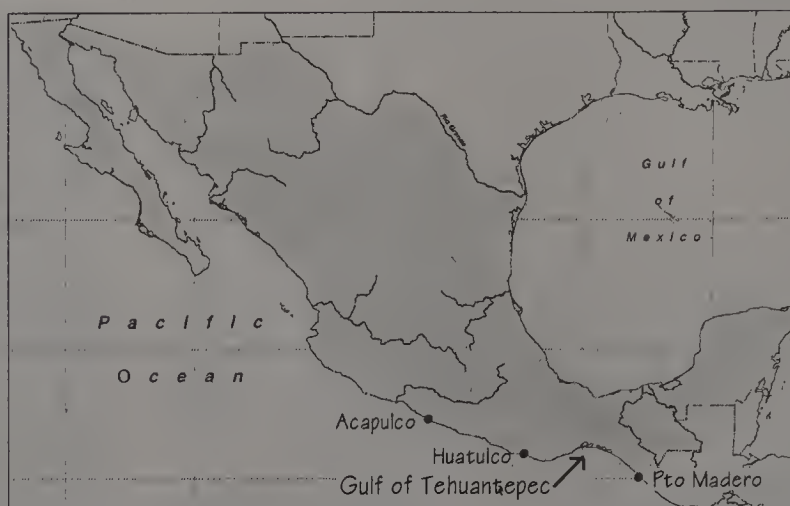
UNSCHEDULED PIT STOP

We must mention Emily and Marico, owners of Palapa 36, who opened their arms to us. They watched our dinghy whenever we went to town, helped us find miscellaneous parts, allowed us the use of their showers, and shared meals with us. "Mi casa es su casa," was their creed. They shared their Christmas with me while Don was in San Diego, making it a little less lonely.

Hopefully, our story will encourage anyone headed north or south through the Tehuantepec to feel no anxiety about entering Puerto Madero, a truly Mexican non-tourist town. You will be welcomed by the people and if you do need assistance, help will be offered. Be sure to stop and have a *cerveza* at Emily and Marico's and say hi to their daughter, Gladys, and son, Marico Jr.

As they say, "it was the best of times, it was the worst of times. . ." But boy, are we glad to be on our way again.

— don and linda bryce
green dolphin



Because of the nasty weather it sometimes attracts, the Gulf of Tehuantepec is an area where relatively few sailors linger.

Readers — If the name Puerto Madero sounds familiar, it may be because we ran a report in *Changes in Latitude* last November (Mystery Boat by Anonymous) which also concerned an engine repair there. But in that earlier instance, the boat owner had a very different experience. Having flown in to retrieve his 50-ft boat

after it was abandoned in Puerto Madero with a bum engine by a delivery crew — it was ultimately headed to the Caribbean — the owner hired the first guy who called himself a mechanic to assess the engine's problem and make the repairs. He complained that he was gouged on the price, and the repairs only worked temporarily. Ultimately, he decided to replace the whole engine after consulting with other cruisers.

Although we have no way of knowing for sure, it's our edu-

cated guess that the difference between these two tales may have a lot to do with the fact that, during their 12 years of cruising, the Bryces had become familiar with the subtleties of Third World boat repairs, including how to successfully relate to locals in tiny backwaters like Puerto Madero. They also spoke some Spanish, and apparently approached the whole matter with a remarkably positive attitude — which, in itself, can make a world of difference.



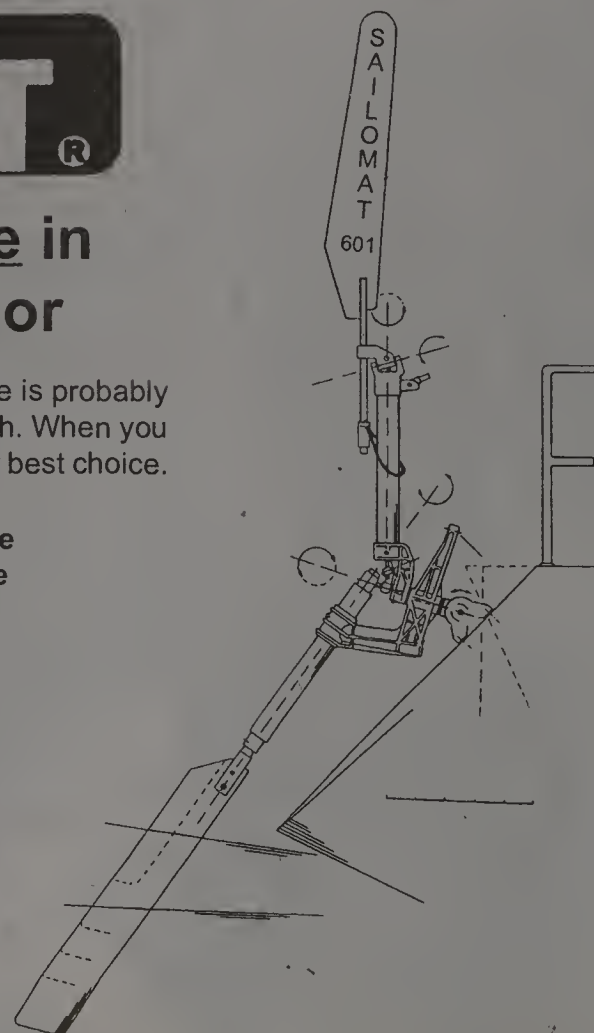
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CONGRESSIONAL CUP '99

Drama and suspense — those words are not commonly associated with sailboat racing. Yet they seem particularly well suited to describe the recent Con-



Peter Holmberg and tactician Ken Read.

gressional Cup Regatta hosted on March 7-13 by Long Beach Yacht Club.

Although this double round robin match race series goes on for five full days, with 18 flights and 90 individual races, this year's winner was not decided until the final three seconds of the last match in the last flight of the last day. Sailboat racing simply does not get much more exciting than this.

"(Wieser) hit me from behind," Holmberg declared. "I don't know what the umpires were thinking." However, a lot of the spectators were thinking that it wouldn't be long before Wieser was wearing the new crimson blazer awarded to the winner of this annual series.

Holmberg got off of the starting line a bit better than Wieser and seemed to have a click of boat speed on the German. Holmberg led at the first mark, and in spite of a nasty hourglass spinnaker wrap, he extended that lead on the run.

After a clean rounding at the leeward mark, Holmberg camped solidly on his opponent. Wieser did not see a lot of clean air on the second beat, and by the time the two boats arrived at the top mark, Holmberg had extended his lead to 22 seconds.

On the final run to the finish line, Holmberg and his tactician Ken Read carefully choreographed exactly how the crew would execute the 270 degree penalty turn that still hung over their heads.

"I was shocked. . . it was like they were trying to get me."

The pairings for the final race of the series matched the regatta leader, Germany's Marcus Wieser, with a record of 15-2, against defending champion Peter Holmberg (14-3). If Wieser won, there would be a new name engraved on the perpetual trophy. But a win by Holmberg would leave the two skippers with identical records, and Holmberg would win the tiebreaker because of his 2-0 record

"We talked them through it all the way (downwind)," Holmberg said. "The timing for this maneuver was critical."

As Holmberg's boat approached the finish, the crew raised the genoa and got ready. Less than one boat length from the finish line the spinnaker came down and Holmberg spun the helm hard left. The boat rotated 270 degrees — tacking through the wind and quickly falling off



berg had successfully defended his Congressional Cup crown.

The field for this year's Congressional Cup regatta may have been the strongest in the 35-year history of the event. Perhaps the prize money had something to do with that — the top three boats split \$15,000, with the winner claiming



against Wieser.

Predictably, the pre-start maneuvering was aggressive. When minor contact occurred midway through the starting sequence, the call by the on-the-water umpires went against the Virgin Islander.



until the bow was once again pointed at the finish line. With the crew pushing out the boom and winging out the genoa, Holmberg's Catalina 37 inched across the finish line — just three seconds in front of the fast-charging Wieser. Peter Holm-



half of that total. The winning crew was also awarded matching Longines watches.

Additionally, with the America's Cup trials just seven months away, there were a number of AC syndicates in attendance to sharpen their match racing skills:

— KEEPING THE HOLM FIRES BURNING



Conga line! Although obviously not planned that way, different flights occasionally intermingled — such as this three-way finish.

- Holmberg and his tactician, Ken Read are both sailing with Dennis Conner's *Stars & Stripes* syndicate. Other members of this winning crew included Ben Beer, John Gluek, Jon Gunderson, Matt Smith and Chris Busch (who filled in when Smith cut and fractured his finger).

tician John Kostecki, bowman Curtis Blewett, Morgan Trubovich, Josh Belsky and Sean Clarkson.

- Francesco de Angelis, the skipper of Italy's *Prada* Syndicate, sailed with his AC tactician Torben Grael and four other team members. Also, their syndicate coach Rod Davis was never far away.

- Luc Pillot, the world's 12th ranked match racer, is expected to be the skip-

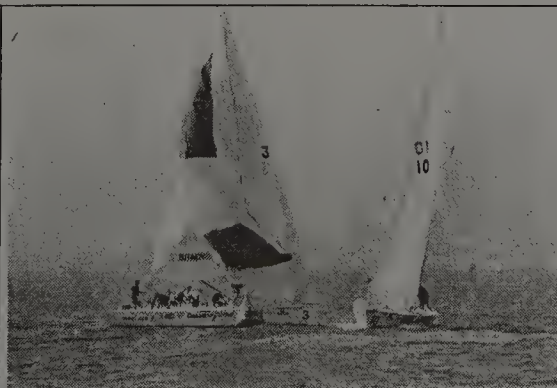
Betsy Alison with an all-woman crew; two-time Congressional Cup winner and rules expert Dave Perry; the 1998 Australian match race champion, Neville Witty; Gavin Brady, the 25-year-old, #2 ranked match racer who until recently was with Dawn Riley's *America True* syndicate; and the Long Beach YC representative, Scott Dickson.

Once again, the Long Beach Sailing Foundation's evenly matched Catalina 37s were used for this event. However, instead of the customary limit on the number of crewmembers, a 1,200-pound maximum crew weight was imposed. As a result, some teams sailed with six people while others had seven aboard.

Long Beach Harbor can provide big winds in March — but not this year. A series of weak storm fronts invaded the area. This caused some rain, plus extended postponements while the race committee patiently waited for the wind to fill in. Occasionally there were a few late afternoon whitecaps, but most of the racing was done in seven knots of breeze or less, with some major and generally unpredictable wind shifts.

Wieser, the number six ranked match racer in the world, seemed to like the light air. He won three of his first four races before being disqualified in a match against Francesco de Angelis for rounding the wrong weather mark. That mistake was caused by failing to properly interpret the sailing instructions. "Next time I'll (rewrite) the instructions in German," he said good-naturedly with a big smile.

From that point on Wieser seemed unstoppable. He won his next 12 consecutive matches without a loss, and was sitting on top of the leader board going into the final race. But Holmberg was also on a roll. Going into the finale, he'd lost only three matches — one each to Dickson, de Angelis and Cayard.



Excellent crew work is a given at this level of competition. Here, local hero Scott Dickson leads Gavin Brady into the leeward mark, with both boats holding their kites until the last possible second. All photos by Lew Tomeck.

- Rolex Yachtsman of the Year Paul Cayard sailed with core members of his *AmericaOne* syndicate that included tac-

per for France's *Yaka Challenge*.

The field also included five time (and reigning) Rolex Yachtswoman of the Year,

Cayard was among the early regatta leaders, sailing very confidently with his *AmericaOne* crew. Early in the regatta, he won an aggressive match against Gavin Brady that saw three collisions and countless protest flags during the pre-start

CONGRESSIONAL CUP '99

maneuvers. Brady, a two-time Congo Cup winner, got the worst of the umpire's calls and was required to do a penalty turn — which was the only edge Cayard needed to score a comfortable win.

The umpires were not as kind to Cayard two days later in his match against Francesco de Angelis. Cayard rear-ended the Italian just seconds before the gun. The umpires flagged Cayard, but he was able to build a big enough lead to do his penalty turn and still win by 29 seconds. But that wasn't the end of it.

At the conclusion of racing that day, the umpires came along side Cayard's boat and told him they were giving him a half-point penalty apparently for 'reckless driving'. "I was shocked," Cayard said. "Brady took out my stern pulpit and didn't get an extra penalty. I chip the gelcoat and get a half-point. It was like they were trying to get me."

The match race rules provide for such a penalty, although it's not applied very



Runner-up Marcus 'Bud' Wieser.

often. Obviously, the umpires were trying to send a message that there was too much boat-banging going on. Apparently, Neville Wittey didn't get the message, because he picked up a similar half-point

penalty later in the regatta.

Betsy Alison was concerned that she might be similarly penalized because of a collision she caused. However, on that occasion the umpires were mute — perhaps because Alison didn't have any points to take away. Alison went 0-18 for the regatta which made her the undisputed winner of the regatta's traditional trophy for the last place boat — a copy of Arthur Knapp's book, *Sail Your Boat Right*. Considering that Alison won her Rolex this year essentially on the strength on her victory at the ISAF World Women's Match Racing Championship in Dubai, her 0-18 record speaks volumes about the quality of this year's Congressional Cup competitors.

— tom leweck

FINAL STANDINGS — 1) Peter Holmberg, (15-3); 2) Marcus Wieser, (15-3); 3) Francesco de Angelis, (12-6); 4) Paul Cayard, (11.5-6*); 5) Gavin Brady, (11-7); 6) Luc Pillot, (10-8); 7) Scott Dickson, (6-12); 8) Neville Wittey, (5.5-12*); 9) Dave Perry, (3-15); 10) Betsy Alison, (0-18).

(* Penalized one-half point.)

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RETURN OF 'IGBASO' — IDIOT'S GUIDE TO

Once again, back by semi-popular demand, we're dusting off and updating the occasional 'public service announcement' feature we long ago dubbed 'IGBASO'. We tend to assume that everyone already knows what all these mysterious-sounding acronyms stand for — but some of you don't, and this glossary of 'alphabet soup' is for you. Everyone else has our permission to skip ahead to the next article.

Like all *Latitude* projects, accuracy and completeness were attempted — but, as usual, we dropped our lofty standards as deadline loomed and settled for what follows. Without further explanation or excuses, we offer this latest version of IGBASO — the last one of this millennium, we promise.

BAMA — Bay Area Multihull Association, which exists to support and promote multihull sailing in the Bay Area. This group sponsors the Doublehanded Farallones Race (which was just held on March 27), occasional cruises, seminars and dinners. Approximately 100 'funny boaters' pay their annual BAMA dues (just \$20), though only a handful are active racers. Racing occurs mostly in HDA-F, which has seen dwindling participation lately, and in various multihull-friendly specialty races like the Silver Eagle, the Ditch Run, the Jazz Cup, and the SSS races. Their website is www.wingo.com/bama, or call Gary Helms, (510) 865-2511.

BARF — Bay Area Racing Federation, a mysterious underground organization made up of the top San Francisco yacht racers. Similar to the Canadian-based SCUM ("Sailing Crew Union Members"), but not quite as organized. No known contacts.

CRO — Certified Race Officer. A 16-year-old program dedicated to training Bay Area race committees. To date, 113 people have earned CRO credentials, several dozen of whom have gone on to become USSA judges. Ruth Schnapp, 386-2238

DFL — Dead F**ing Last (politically incorrect, but in common use). Other more mainstream terms include DNS ('did not start'), DNF ('did not finish'), OCS ('on course side') and RBO ('rich boat owner').

GPS — Global Positioning System, developed with your tax money by the U.S. government. Replaced SatNav (Satellite Navigation), which replaced LORAN (Long Range Navigation), which replaced RDF

(Radio Direction Finder), which replaced devices called 'sextants', which replaced DR (dead reckoning). GPS are cheaper (about \$100 for a handheld unit) and more reliable than all previous navigational tools. Apparently you can even score a free GPS by test driving a Cadillac this month. . . but fending off the car salesman will probably make this too unpleasant an experience.

HDA — Handicap Divisions Association. Twelve inside-the-Bay races sailed under the PHRF system, beginning with the popular Vallejo Race on May 1-2. The other big HDA event is the Second Season Opener on July 31-Aug. 1. Last year, 97 boats competed in ten HDA divisions. Class breaks for the '99 season, have yet to be established. Joseph Melino, (408) 268-0833.

IMS — International Measurement System, completely defunct at the local level (and West Coast) for at least four years. IMS has somehow managed to retain its charter membership in YRA, claiming it is on 'sick leave' and that it will come roaring back someday. Meanwhile, the IMS owners race under PHRF,

*Apparently you can
even score a free GPS
by test driving a
Cadillac this month.*

often complaining bitterly about those subjective ratings. Go figure. Jon Carter, (408) 354-6023.

IOR — International Offshore Rule. Conceived in 1971, died circa 1990. Grand prix racing flourished under this measurement rule, which probably changed too often for its own good (hence the nickname "Invest Or Retire"). The golden days of IOR were the late '70s and early '80s — despite a more enlightened rule (i.e., IMS), the grand prix scene has gone downhill ever since.

MORA — Midget Ocean Racing Association, a 10-race PHRF ocean series for light and heavy boats under 31 feet. Not to be confused with MORC (Midget Ocean Racing Rule), which never caught on around here. MORA peaked in popularity in the late '70s and early '80s, and

these days only fields a few dozen boats on a good day. Tom Baffico, (408) 536-2227.

MMBA — Master Mariners Benevolent Association, an organization of over 200 traditional sailing vessels built of a design and/or material in common usage prior to World War II. The highlight of their year is always the Master Mariners Regatta (May 29), a visual delight that crisscrosses the Bay and concludes with a big party at Encinal YC. Other events include the Classic Wooden Boat Show, the Delta River Rat Cruise, the Chickenship Regatta, and the Drake's Bay Cruise and Oyster BBQ. Peter English, 456-8355, or the informative MMBA hotline, 364-1656, or their new website, www.mastermariners.org.

NCMA — Northern California Marine Association, a coalition of NorCal marine businesses which helps promote and protect the marine industry. Among other things, NCMA produces the spring and fall In-the-Water Boat Shows at Jack London Square (not to be confused with Sail Expo). Info, (510) 834-1000.

NCLC — Northern California Lake Circuit, still a complete figment of our imagination. If such a fresh water circuit actually existed — and it should — it would certainly include the Konocti Cup (April 24 on Clear Lake), Camellia Cup (April 17-18 on Folsom Lake), Go For the Gold (June 5-6 on Scott's Flat Reservoir), Whiskeytown Regatta (Memorial Day Weekend), the TransTahoe Race (July 10), and the High Sierra Regattas (July 10-11 and July 17-18 on gorgeous Huntington Lake). Check the *Calendar* each month for details.

NCYSA — Northern California Youth Sailing Association, for sailors 19 and under. NCYSA coordinates yacht club junior programs, helps run the regional US Sailing youth championship eliminations (July 6-7 at SFYC), and more. This group used to be more active, hosting several regatta/symposiums a year. Nothing is set in stone yet for the upcoming season, but "several events are in the works." Anne and Hal McCormack, 892-7177.

NOOD — National Offshore One Design, a quick two-day Cityfront regatta put on by *Sailing World* on Labor Day Weekend (Sept. 4-5). Part of a 9-regatta nationwide series, the NOOD offers excellent one

BAY AREA SAILING ORGANIZATIONS

design racing for about a dozen of the more active local classes. The NOOD is also the third leg of *Latitude's* Iron Man Challenge (Windjammers on Friday; Jazz Cup on Saturday; NOOD on Sunday). *Sailing World*, (401) 847-1588, or www.sailingworld.com.

ODCA — One Design Class Association. Bay racing for 16 different one design keelboat classes ranging in size from Santana 22s to Express 37s, including a level class for 198-raters. Each class conforms to its own class rules and designs a custom menu of races chosen from the approximately 20 days of racing ODCA offers between May and September. A half dozen or so of the hotter one designs organize their season outside the auspices of ODCA (e.g., 11:Metres, Express 27, Etchells, J/24, Melges 24, Moore 24, J/35). Pat Benedict, (925) 837-0780.

OYRA — Ocean Yacht Racing Association. The umbrella group for MORA, PHRO, and SHS (shorthanded, not to be confused with SSS). The ocean group has been struggling lately, qualifying only 23 of 87 entries last year for its 10 races. Last year, amidst much bickering, their season peaked at the first race (99 boats in the Lightship) and essentially went downhill from there. We're told that OYRA has things back on an even keel for the upcoming season, which once again starts with the Lightship Race on April 24. Doug Storkovich, 485-1674.

PHRF — Performance Handicap Racing Formula, aka 'Political Handicap Formula', or simply the 'Pinhead Rule'. A single-number rating formula that is admittedly imperfect by definition, this is the only handicap system available in the Bay Area now. Ratings are based on the observations, intuitions and occasionally mathematical insights of Dave Few (chairman), Jim Antrim, Stan Honey, Dick Horn, Rob Moore, Ralph Morgan, Kame Richards, Carl Schumacher, John Slivka, and Steve Toschi. They huddle over their Ouija board the second Thursday of each month at the YRA office, rating boats (\$30), handling renewals (\$20) and appeals (\$25 for your own boat, \$35 for someone else's). Last year, 1,064 boats had current PHRF certificates. Lynn

Myers, 771-9500,
or Dave Few, (650) 697-7748.

PHRO — Performance Handicap Racing Ocean. Two divisions of PHRF ocean racing (light and heavy) for boats over 31 feet. *Blue Chip* won PHRO-I last year despite only sailing two of the eight races — a sad turnout. Usually the Lightship Race and the Farallones Race (May 22) draw the 'big boat' crowd, but they tend to blow off the rest of the local ocean season. Rob Macfarlane, (510) 486-5361.

PICYA — Pacific Inter-Club Yacht Association. Founded 103 years ago, this association of NorCal yacht clubs currently includes 95 member clubs/organizations (consisting of about 15,800 sailors). Active in legislative matters pertaining to recreational boating, interfaces with the Coast Guard, publishes the annual *Yachting Yearbook* (due out in early April), sponsors Opening Day (April 25, theme is "Going For the Gold") and hosts the Inter-Club Championships (July 17-18). John Chalfant, 823-6633.

PCYA — Pacific Coast Yachting Association, an umbrella group of about a dozen West Coast yachting associations,

including three from the Bay Area — YRA, PICYA and PLRA (Predicted Log Racing Association). Penny Dudley, 554-0849.

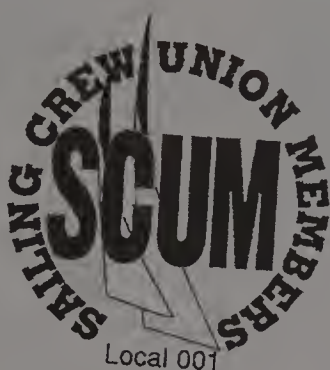
RBOC — Recreational Boaters of California, a lobbyist group created by PICYA and SCYA (the SoCal counterpart) to champion boating causes with the suits in Sacramento. Monitors over 100 bills each year that affect boats on a state level. The current president is offshore racer Linda Newland, (510) 353-0342.

SBRA — Small Boat Racing Association. Founded in 1937, this group schedules regattas for 20 different dinghy classes, runs two Sail-A-Small-Boat Days, and is involved with the Rovenpera Youth Regatta and the Clear Lake Regatta (June 19-20). Roughly 200 members (from about 35 different yacht clubs) pay their \$15 dues each year. Their summer season already kicked off with the StFYC Spring Dinghy Invitational. SBRA has a website (www.sbraz.org) and a hotline, (510) 523-4111.

SBYRA — South Bay Yacht Racing Association. A low-key organization of seven South Bay yacht clubs that exists to host a 7-race summer series and a 5-race midwinter series. The summer season, which attracts about 30 boats, kicks off on April 24 at Coyote Point YC. The entry fee for the entire series is just \$30 — practically free! Mike Dixon, (510) 635-5878.

SFSF — San Francisco Sailing Foundation, an IRS-approved non-profit corporation which converts contributions (e.g., cash, used boats) into grants for local sailors. Funded over four dozen different campaigns last year. Founded in 1955, SFSF is the granddaddy of local sailing foundations — and it is starting to show its age. With six of the major clubs now boasting private charitable foundations, SFSF's role has been greatly diminished. They haven't had a fundraiser for quite some time (existing only on contributions — hint, hint), but still seem to have some money to give away each year. The president of SFSF is Dave Santori; Burnett Tregoning is the contact at 388-8327.

SSS — Singlehanded Sailing Society. Holds seven shorthanded races (i.e., single- or doublehanded, spinnaker and non-



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RETURN OF 'IGBASO'

spinnaker) each year: the popular Three Bridge Fiasco (last January), the macho Singlehanded Farallones (Apr. 10), Corinthian (June 19), Half Moon Bay (July 24), LongPac (Aug. 18; this is the 400-mile qualifier for the '00 Singlehanded TransPac), East Bay/Estuary (Sept. 18), and Vallejo 1-2 (Oct. 23-24). Approximately 120 members; \$110 for the series (except LongPac); \$35 for individual races. Also holds pre-race skippers meeting with seminars on various topics of interest to shorthanders. Their motto is, "More fun for fewer sandwiches and fewer phone calls!" Terry McKelvey, (510) 527-9433, or Pat Broderick, (707) 528-2109, or www.sfbaysss.org.

StFYC — St. Francis YC, the Microsoft of local yacht clubs. Part country club and part hardball racing club, this huge 2,500-member club annually hosts about 35 regattas. Some of the more prestigious ones this year include the Stone Cup, the new Hospice Regatta, NOOD, Farr 40 Worlds, Big Boat Series, and the International Masters. The Saint is still struggling to replace the vacuum left by long-time race manager Matt Jones' hasty de-

parture — if you want to apply for the job, call 563-6363. Their website, a good source for race results, is www.stfyc.org.

USCG — United States Coast Guard. The Coasties are great people and always there when you need them (and sometimes when you don't). Remember, they don't make the rules, they only enforce them. Public Affairs, (510) 437-3325.

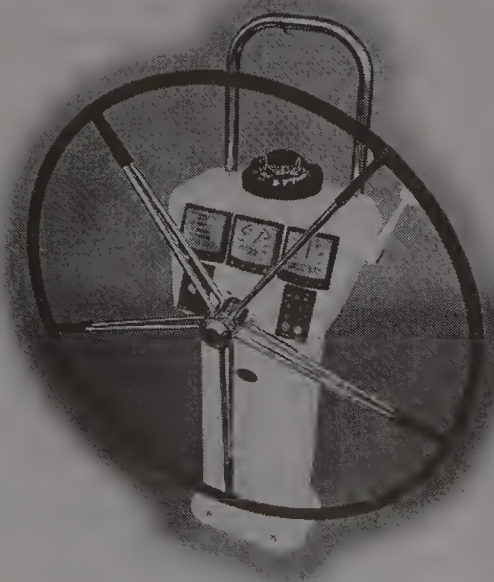
USSA — United States Sailing Association, formerly USYRU. Located in Portsmouth, RI, this is the national governing body for the sport of sailboat racing. Its 40,000 members (including this magazine as a corporate sponsor), are spread out over ten geographic regions (we're Area G). Membership (\$40) entitles you to minor discounts on some entry fees, a subscription to *Sailing World*, and a rulebook. For more info, call (401) 683-0800, or check out www.ussailing.org. Our local rep is Bill Keith, (510) 254-0881.

WBRA — Wooden Boat Racing Association, aka 'The Woodies'. This group

puts on a 20-24 race schedule for Bears, Birds, Folkboats, IODs and Knarrs. Consistently fields 65-70 boats a year, despite the aging fleets. The Knarrs are the most active and competitive fleet in WBRA, often putting 20 boats on the line. The season kicks off on April 17. Bob Thalman, 479-3281, or Tom Allen, 381-1128.

YRA — Yacht Racing Association. The YRA office has coordinated and administered yacht racing on the Bay since 1935. Duties include organizing the master sailing schedule, maintaining the racing buoys (Blackaller, Ft. Mason, Yellow Bluff, and the Olympic Circle), supporting all the subcommittees (particularly PHRF), putting on the year-end trophy ceremony, sending out mailings, answering about 100 phone calls a day (half of them from confused *Latitude* staffers) and much more. Colin Gilboy is currently the YRA chairman; Lynn Myers is the executive secretary and sole employee. There are many ways to contact the YRA office — (415) 771-9500 (phone), 771-0144 (fax), or info@yra.org (email). Visit their website (www.yra.org) for race results, PHRF stats, a crew list and more.

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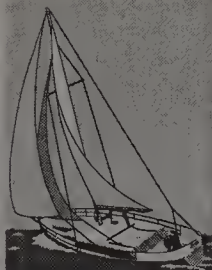
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"Just enough time for one quick check of my email," I thought as I clicked on the mail icon. Lunchtime was not quite over, and the afternoon staff meeting didn't start until 1:30 p.m. What I found was the usual list of junk email that somehow manages to get in over the firewall:

"Make money fast!" (I hit the delete key.)

"Best XXX links" (Delete again.)

"Earn \$7,500 every month in your spare time!" (Delete.)

"Eat jelly doughnuts and lose 20 pounds a week!" (Delete.)

"Check out this awesome site from the RORC!" (Delete.)

Whoops! That was a piece of real email mixed in with all the spam. Fortunately I hadn't yet closed the mail program, and with some prompting I remembered how to retrieve deleted mail. The note was from Lee Helm, copied to a few other email addresses I didn't recognize. "Take a look at what RORC has come up with," was all she said. The message gave a link to www.rorc.org/rating/ir2000/.

I fired up my web browser, followed the link, and the logos of the Royal Ocean Racing Club and the Royal Yachting Association soon appeared on my screen. Between them was an oval design with a seahorse in it, and "IR2000" written below. I scrolled down through a page or two of text, looking for more clues. Eventually I clicked through to the "Rule Policy" page under "IRM," and found the basic explanation I was looking for:

"IR2000 is the development of the Channel Handicap System (CHS). It continues and expands upon the essential ingredients of that rule. The new Rule, whether in measured (IRM) or unmeasured (IRC) form follows the basic principles of strict administration, user-friendliness and ease of application for administrators, sailors and race organisers, and therefore reasonable cost.

"The Rule is introduced in two parts. IRC is a straightforward progression from CHS. Owners will receive their certificates with Time Corrector (TCC) on revalidation, or for the first time, exactly as before. IRC is a rating rule based upon owner-sup-



surement. The emphasis is on simplicity and concise rules."

"So this is what they're doing over there with the old Channel Handicapping System," I thought. "But why are they splitting it up into two separate rules?"

I hopped back to my email program to see if I could get some answers out of Lee. But there were several new messages waiting already. The first was apparently a response from someone on Lee's distribution list:

"Just what we need, another rating rule — not!" began the email back to Lee. "Here we are, finally getting IMS dialed in — look

The 'holy grail' of yachting isn't the America's Cup. It's a rating system that really does make unlike boats equal. Keep hoping.

IMS."

"Well, ackshully I was hoping they'd all go down in flames, IMS and CHS both," wrote another one of Lee's virtual friends in the next email message. "One design racing is so very very much better than any form of handicap racing. As far as I'm concerned, when all the measurement systems are in disarray it's the best possible state of affairs. YMMV, I guess, but I think the longer IMS stays broke, the better the chance of the new high-performance one-design classes gaining a foothold."

"You couldn't sell IMS on a stick with sugar glazing."

plied information and will remain secret.

"IRM will be introduced on 1 January 2000. This is the measured part of the Rule. Owners will be able to calculate their own ratings from the published formulae but boats will require independent mea-

at the amazingly tight finishes at Key West this year — and now the Brits want to go their own way. Instead of trying to revive CHS, they should participate in IMS, now that it's working, and switch the cruising fleet over to the new ORC-Club version of

Following this was an email that seemed to come from one of those .co.uk addresses, attempting to set things straight on the state of yacht racing on that side of the Atlantic: "You blokes don't know what you're bloody talking about!"

— RATERS OF THE LOST IRC



posed to be a rule that can be designed to. However, as soon as designers turned some serious attention to CHS, it was easy to reverse-engineer, and some new boats with clear advantages appeared just in the last couple of years.

"So what we have now in final development are the two parts of the International Rule or IR2000. IRC is the 'club' or 'channel' version, which is nothing more than a very faithful continuation of CHS. IRM, on the other hand, is the new measurement rule that's designed to take the pressure off the top end of CHS, and provide the kind of race venue for new custom boats, built to a rule, that IMS was not able to provide."

"So is this really politically driven?" I typed back, answering the email and copying to Lee's entire distribution list. "Just because you Brits don't like IMS? I agree it's been badly administered in the past, but the IMS rule itself is going to be very hard to beat for accuracy and thoroughness. I think despite its faults it has the best chance of rating a wide variety of boat types fairly."

I pressed the send button and went back to the website, trying to get a sense of what this new IRM rule would actually measure. Much to their credit, the full formula was right there in the definitions of the measurements. Even better, they offered a spreadsheet to calculate ratings. I clicked to download, and thanks to my company's T-1 connection, had the spreadsheet running in another window on my virtual desktop in just a couple of minutes.

he or she fired back. "On this side of the pond you couldn't sell IMS on a stick with sugar glazing. We tried single-ratings, we tried rating matrices, we tried implied wind, we tried club ratings, we made it the rule under which we ran our most important events for a whole decade — and sometimes couldn't even come up with a local team. The competitors just didn't appear in any numbers. Maybe IMS can be fixed, indeed maybe it already is fixed under some narrow definition of the word, but no one here will ever give it another chance. It's dead. A late rating rule. Deceased. Has gone to meet its maker. And no, it's not just resting.

"Whilst IMS struggled, CHS remained enormously popular. Even to the point that we saw new custom boats coming into the CHS fleet. This is about as logical as new custom boats built for PHRF racing in your country. CHS may be a measurement rule, but the formula is secret and there are stated provisions for subjective adjustments, so it's not sup-

I had to admit, it was quite a breath of fresh air compared to the policies of every other handicapping system I had ever been rated under. This rule was about the easiest to understand I had ever seen. Nearly all the parameters started from a 'base' value that was a function of the corrected length of the hull. So I could tell at a glance if draft, freeboard, displacement, or just about anything else would incur a penalty or a credit. But I couldn't figure out how it came up with this corrected

length. No girth measurements like IOR, no offsets like IMS. Just a forward overhang measurement and that was about it.

Time for some more email to Lee. "How is this rule coming up with rated length?" I asked, again copying my mail to the group. "Doesn't any part of the hull shape get measured between the forward waterline and the back of the transom?"

Meanwhile, my earlier message had been read and answered — by the Brit, of all people. "Politically driven? What rule isn't? But the result here is good politics instead of bad. Consider the differences between the new IRM and the old IMS. With IMS, after an expensive measurement process that wasn't nearly as accurate as it was supposed to be, you needed to hire a bloody consultant just to work out what any change to your rig would do to your time allowance in any given wind speed. Heaven forbid you should try to do this yourself — by the time you bought all the software and paid for your own data file and the rating recalculations you had rung up quite a bit of damage. IRM simply gives us the official spreadsheet, and you can assess any configuration change in five minutes for free."

I was about to answer, but Lee was online now too: "Length measurement is as simple as it gets," she said in her response. "The forward end is the 45-degree tangent to the bow profile — which is essentially the forward waterline. The back end is the aft tip of the transom. It's more reminiscent of the old MORC rule than anything else, where there was only a mild penalty for a very low transom. It should produce some very clean and powerful shapes, and it won't be subject to playing games with measurement trim.

"Politically driven? What rule isn't?"

But like, people who don't think big transoms look cool won't be happy."

"I don't know," I typed back. "Seems to me that only one type of hull shape is going to be rated fairly."

Meanwhile one of the other email addresses had come back with more comments, also addressed at the Brit: "One-design, IMHO, is the only way to go," the email read. "IRM is just going to be another development class, where the guy with the most money wins. Why do we need this?"

This was followed by a long rant about

MAX EBB

people of marginal sailing skill who had 'bought' their victories in a number of handicap classes over the years. I found myself nodding in agreement.

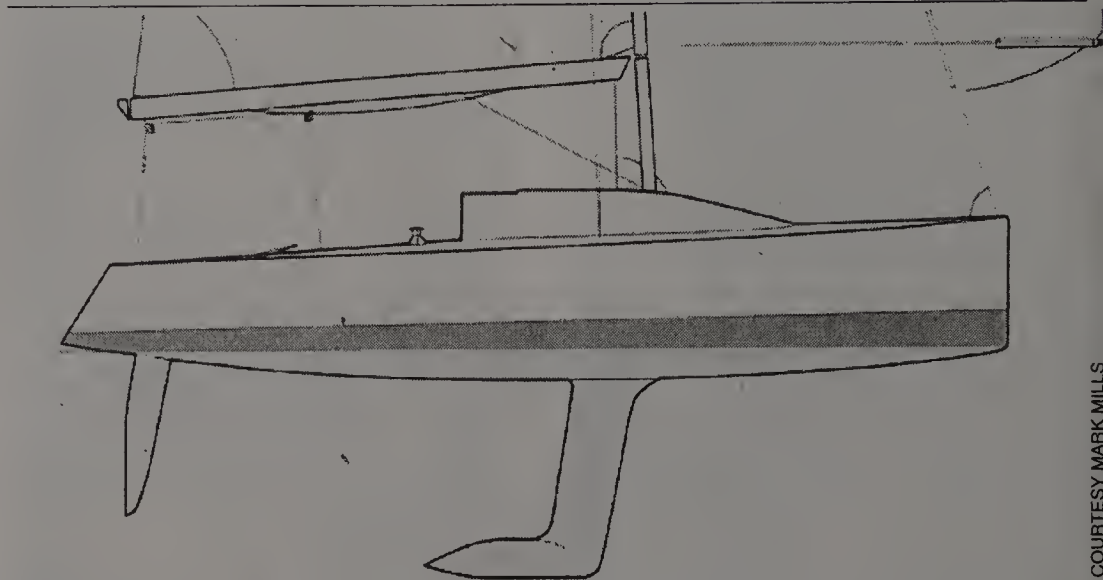
The next piece of email began with "My name is Heather and I just ran away from home because I've always wanted an older boyfriend."

After deleting that, and exploring some more on the RORC site, new mail appeared from another one of Lee's virtual acquaintances:

"With the existing fleet it's unreasonable to get everyone racing one designs. We should strive for the most versatile measurement rule we can find, one that rates the widest variety of boats as fairly as possible. As soon as any one type of boat shows a rating advantage, the rule needs to be changed immediately to level off the playing field. This is what IMS started out saying it was going to do, but never delivered. It really is technologically possible to have accurate handicaps, if the politics could be kept out.

"One way to do this," he typed on, "is to start with a fairly dense array of measurements, and then alter the VPP algorithm that turns these measurements into ratings and time allowances on a several-times-a-season basis. Use strict statistical methods to evaluate the best VPP, based on the most recent race data. It would be easy to stay well ahead of the designers, as long as some competent statisticians were in charge."

Our British friend was quick with a response: "You gentlemen miss the point. There's a small but important class of owners who don't want fair ratings for all. They want to go out and give their long-time rival from the next harbour a jolly good pasting! That's one of the reasons that the pendulum has hesitated in the swing towards one designs: it's boring propping up the back half of the fleet all the time. Successful sailors with good



COURTESY MARK MILLS

Shape of things to come? — a Mills 36, one of several IRM type boats from the drawing board of local designer (and Irish transplant) Mark Mills

with an answer to my question about hull shape: "It does encourage one type of hull for sure," she typed back. "The IRM is conceived as a strongly type-forming rule from the outset. The whole concept is to produce boats with a set of features and proportions that racers seem to like. Probably the ID-48, the Mumm 30, Farr 40, and possibly the Antrim 27 would be a good fit, if you had to pick some existing boats. Will be interesting to see how the more traditional ultralights fare, although I think they'll suffer for not taking full advantage of the stability that the rule allows.

"And like, one more consequence of a rule that produces such similar types — aside from it being relatively easy to rate them fairly — is that they have reasonably similar performance characteristics, so a single-number time allowance system works well. You don't need the rating

ing for quite some time now," commented the Brit. "It's reflected in their pro-sponsorship positions and their interest in making the sport work better on television. Moving the rule administration away from the ISAF/ORC hierarchy is probably the best way to make sure it's administered in the best interests of the racers. Again, CHS has an enviable track record here. It's somewhat undemocratic, but it's isolated from the worst of the politics and it's generally respected as being capable of making sensible and timely decisions — much more so than ISAF or any of the national authorities, from what I hear."

"Just like our PHRF," I typed back. "Our local PHRF committee is technically answerable to only a small group of racers, even though it serves a much broader YRA community. It's also largely undemocratic, but has a degree of independence from the YRA board and the YRA delegates that seems to have worked well over the years."

"Of course, the builders and designers would hate it."

people and project-management skills like to beat others on the merit of the project as well as the merit of their sailing, and handicap racing allows them to express that set of skills."

"Good point," I had to admit to myself. Maybe for some people the game is not just about sailing skill.

Meanwhile, Lee had come back

matrix like from IMS."

"Well, it will sure be fun to watch the shoot-out between ISAF and RORC over this," posted one of the Yankee contributors on Lee's mailing list. "And I hate to say it, but I think all the ulcers will be on the ISAF side. With an 'open source' rule like this, any club in the world can start using it instantly."

"ISAF has been dependent on Olympic money and high-profile sponsorship fund-

More email from Lee was up next: "A couple other things I really like about IRM: they finally do away with batten restrictions. As many and as long as we like, in mains and in jibs of all sizes. So like, those battens in 150s that I've been playing around with will become legal everywhere, and we won't have to look at lame 4-batten mainsails anymore.

"Also, they're finally easing up on the proportional girth requirement for smaller jibs. This will make self-tackers more feasible, and make non-overlapping jibs in general much more powerful. The only thing I don't like about the rule so far is

— RATERS OF THE LOST IRC

that the accommodation requirements don't scale well down into the 25-foot-and-below size range. It requires too much headroom and too much berth height above the cabin sole. I think they just didn't look carefully enough at what sort of boat is out there already, and how little headroom it takes to make a reasonable cabin in that size boat."

"Earn One Million \$\$\$ in just three months, guaranteed!" I deleted another piece of spam, then looked at the next message from Lee's list:

"Okay, let's assume that IRM really does take off after a couple of years, and the pressure comes off CHS. Do you really think it's possible to wind the CHS clock back a couple of years? Seems to me that while the high rollers might be very happy playing with their custom IRM machines, 95% of the people who want to race their multi-purpose boats need something else. We can't force them all to trade to identical one designs, so we're left in need of a better solution for the

rank and file.

"PHRF is fine for beer cans, but it really falls short at the YRA level, especially when you have one-of-a-kind boats racing against nothing more than the PHRF Committee's guess. Either ORC-Club or CHS, aka IRC, might fill this role, but I fear that we'll fall into the same spiral of escalating development costs and type-forming that every rating rule in history has fallen prey to."

Lee was first with an answer to that one: "It's simple. IRC should only allow boats to race if the design is significantly older than the latest revision of the rule. That is, any new design would be essentially forced into IRM. IRC, meanwhile, would only allow boats that were designed at least two years ago. It's like, a way of recognizing that the designers will always be ahead of the rulemakers."

"Of course, the builders and designers would hate it. Lots of new designs won't fit the IRM type at all. But I say tough nuggies. If we're really interested in serv-

ing the vast majority of owners, rather than the builders and designers, then an 'old boat only' measurement rule is the obvious way to go."

"Mr. Ebb," a non-virtual voice, belonging to one of my co-workers, startled me from behind. "Where were you during the meeting?"

I looked at my watch — *yikes!*

"Um, just finishing up some spreadsheet results," I said as I maximized, resized, scrolled, and reformatted the IRM spreadsheet, hopefully doing it all fast enough so that he couldn't read any of the cell labels. Eventually I managed to leave a confusing array of blanks on the screen, not including any sailing jargon but large enough to cover the open web browser and email windows underneath.

"We're breaking for coffee, so there's still time to get in on the action."

"Right, be over there in a jif," I said. "Thanks to this fast net connection, I'm able to accomplish things in one morning that would have taken weeks in the old days!"

— max ebb



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HAM E-MAIL

Is Amateur Radio-based shipboard e-mail practical? Does it work? The short answer is a resounding "yes!" It works great! And as the new sunspot cycle matures, propagation will improve and e-mail transmissions will be even smoother.

Using a laptop computer running Windows 95 or 98 with AirMail software, Amateur Radio-based e-mail is reliable, easy and free. (The latest version can be down-

loaded from the Internet at fip://custsys.com/winlink/airmail/index.htm.)

To make it even easier, here are some tips and techniques we learned during a month-long cruise aboard *Spiritress*, from San Francisco to San Diego, that should guarantee you success right from the beginning.

Choose the Right Gateway Station

The single most important thing you need to do is pick the best gateway station for your needs. The gateway station is the HAM radio station that receives your messages, puts them onto the Internet, and stores your incoming messages until you download them through the radio.

What matters *least* in this choice is proximity. The closest station is rarely the best one. Rather, choose a gateway station that you can reliably contact from the

place where you begin your trip and whose range and bearing from your planned route will change the least.

From San Francisco, it's possible to consistently connect to gateway stations in several parts of the country. Since *Spiritress* would be sailing about 500

miles down the California coast, I chose to use the Nashville, Tennessee, station K4CJX as the preferred gateway, even though other stations were closer. Why? Because its range and bearing remained the most constant. Remember, distance to the station is not nearly as important.

Understand HF Propagation

Learn what times and frequencies are best for contacting the chosen gateway station. At both ends of our September trip, the best times to contact K4CJX were between 1600 and 1800 PDT on 20 meters (wavelength). But that doesn't mean that's what's best now. Propagation characteristics change with the seasons and sunspot cycle.

It's hard to explain the significance of sunspot cycles succinctly, but in a nutshell, HF radio signals are reflected off the

upper layers of the ionosphere, and how well they reflect depends on the level of ionization. Sun spots are dark spots on the sun's surface that are caused by magnetic activity. The greater they are in number, the better the radio signal propagation. Sun spots increase and decrease in 11-year cycles.

It's an interesting aspect of science, so invest some time and learn what works best for your location at the time of year you're going to be cruising.

Contacting the Gateway Station

You can contact gateway stations and exchange e-mail in a couple of ways. The most obvious is to call the gateway station on one of its published monitoring frequencies. This works fine if the gateway station is not busy and happens to be scanning its assigned frequencies for 'incoming calls'. I found this to be the least

THE ACOUSTIC COUPLER TRICK

"After a lot of trials and tribulations, we've found that sending and receiving e-mail anywhere in the world is easy and inexpensive — but only if you have an acoustic coupler." So report Marvin and Ruth Stark of the Northern California-based Catana 44 catamaran *Chesapeake*, which is currently in lovely Martinique.

"The acoustic coupler allows you to connect your laptop to any telephone — including pay telephones in any country. Such couplers cost about \$125. We got ours from Teleadapt at www.teleadapt.com.

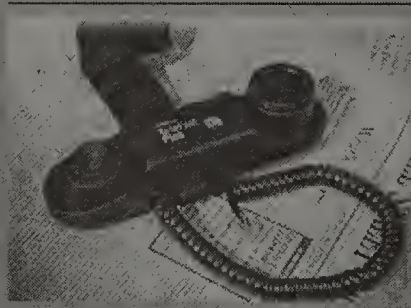
"When using some of the older telephone systems, however, it is necessary

to turn the 'baud rate' down and set up your computer so it ignores some different country dial tones.

Nonetheless, this kind of Internet access has worked for us all over Europe and the Caribbean Islands.

"We use AOL version 3. Make note that Version 4 will not work for us — too many graphics. We have a list of AOL sites (telephone num-

bers) in each country/city we visit. When we want to send e-mail or surf the net, we go to the nearest payphone, attach the acoustic coupler to the handset, dial the toll-free number and *viola!* We're in. But we do wish they'd aircondition the phone booths!"



Teleadapt's acoustic coupler.



With the availability of on-board e-mail, more and more boats are equipping their nav stations with powerful laptop computers.

effective method, though. It only works about 20% of the time.

A better way is to listen on each of the frequencies published for the gateway station to which you want to connect. When you locate it, wait until it clears from the station to which it's connected, then tell AirMail to connect. This worked for me about 80% of the time.

If you don't hear the gateway station on any of its published frequencies, then try raising it by the first method. The gateway is most probably not in use, and is scanning its assigned frequencies listening for calling stations.

Keep Messages Short

HF propagation is fraught with fading, noise, and interference (a.k.a. QSB, QRN, QRM) that can cause you and the gateway to lose contact. If that happens while a long message is being exchanged, the

gateway station will discard the partial message, and you'll have to re-send the entire message the next time you connect.

However, if the long message is divided into several smaller e-mail messages, you'll probably have more success. For instance, suppose the gateway station successfully receives the first two of four small messages, but loses contact while receiving message three. At least the first two will be sent over the Internet to their intended recipients. And only the remaining two messages then need be sent through the gateway station.

Have Recipients Use the Reply Function

To eliminate addressing errors, instruct the recipients of your e-mail to use the 'reply' function when answering. This

will automatically address their e-mail back to you via the same gateway station you use. Your chosen gateway station then effectively becomes your mailbox, notifies you of incoming e-mail when you



Industry experts regard the ICOM MC-710 RT as one of the very best units for both HAM and Marine SSB e-mail.

next connect, and downloads the messages into your computer.

Delete the Original Message

Instruct those receiving your e-mail messages to be sure to delete the original message. You don't want to waste valuable connect time downloading your original e-mail message after receiving the new message from the sender. Remember, HF e-mail is slow. The longer you're connected, the greater the chance of losing the connection.

If you follow some or all of these ideas, you should find operating e-mail via HAM radio easy and reliable. If you are sailing to Mexico or out into the South Pacific, it is quite likely that HAM radio-based e-

TIPS FROM THE GURU

Don Melcher of HF Radio On Board is regarded by his peers as a marine radio guru. He offers these additional notes:

- Listen before transmitting. After you use your system for awhile you will learn how to distinguish a station on your frequency vs. a station on an adjacent frequency by the pitch of the tones. Transmitting over the top of a station that is already connected will cause that station to have difficulty transmitting data until the software quits attempting to connect. It may also cause the other station to lose the link altogether. Not only that, but it is rude and in violation of FCC rules!!!

- Under "Tools/Options/Settings" in AirMail have the "Offer FBB binary level 0" turned on. This will compress your messages to a smaller amount of data and reduce transmission times. It also makes



LATITUDE/RICHARD

HAM E-MAIL

mail will become your primary link to friends and relatives around the world.

— gary jensen
WD6AKQ

Readers — The AirMail program that serves as the 'e-mail client' was written by Bay Area-based cruiser Jim Corenman.

your traffic unreadable by casual eavesdroppers. It is by no means secure — no radio connection is.

- Keep it brief. Joke files are particularly frowned upon. This is a party line and a lot of folks are trying to use it.

- In addition to not including the original message in their reply, tell the folks on shore to check that they are sending you mail in text and not "HTML" format, which is an option in their e-mail software. Stations cannot forward HTML files. They also cannot deal with attachments like pictures of the grandchildren or spreadsheets.

- Have reasonable expectations. Again, this is a party line and a lot of other people are sharing it. The systems will be quite busy at times, so be patient. Also, it may not work every time due to propagation, the fact that the shore station is busy on

Cruisers without HAM radios (or licenses) can send and receive e-mail via single sideband (SSB), using AirMail software and the e-mail service called SailMail, which Corenman co-designed with local navigation guru Stan Honey. As detailed in our September issue, this system is also easy and free — but it does

another channel, or it is just plain off the air for some reason. Remember, on the HAM bands, these are volunteers making connections out of the kindness of their hearts! SailMail is a non-profit association, giving you a cost savings compared to using other systems. SailMail has no per-message cost, where other services charge \$1 per 1000 characters, or a lot more. If you want it to be nearly 100% reliable, buy a satellite system. It is the old story, you get what you pay for, but HAM or SailMail is a lot of bang for the buck!

- Make sure your radio system is properly installed. E-mail is not at all forgiving of poor installations. Problems that may not be noticed on voice — except to the ear of a very experienced operator at the other end — may prevent e-mail from working at all. If you are having problems

require an initial investment of up to \$1,500 for special hardware and professional installation. You can find out the particulars at www.sailmail.com. Even those with HAM licenses may want to use SailMail (via SSB), because there are no restrictions on its use for business purposes, whereas there are for HAM radio.

getting it to work, have someone listen to your signal on their radio. If the tones sound distorted or raspy, then you have an installation problem.

- Purchase your equipment from a dealer who has a great deal of experience in HF e-mail. Setting it up is not a trivial matter. Yes, you can, for example, buy the PactorII modem for \$985 and make the cables yourself, and possibly waste a lot of time trying to make it work, only to find it was something simple you overlooked.

- Not all radios are created equal. Some older SSB's will simply not work for e-mail for a variety of reasons. Most HAM radios do not come with the frequency accuracy of a marine SSB (modern SSB's work on HAM as well) and may need additional equipment installed internally for more reliable operation.

— don melcher

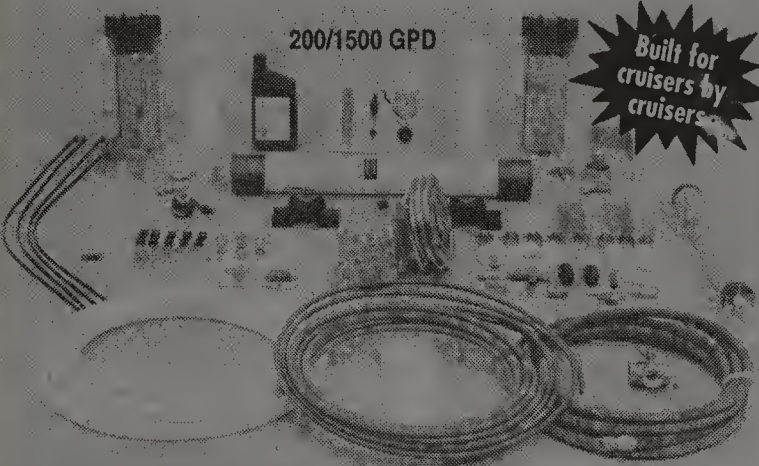
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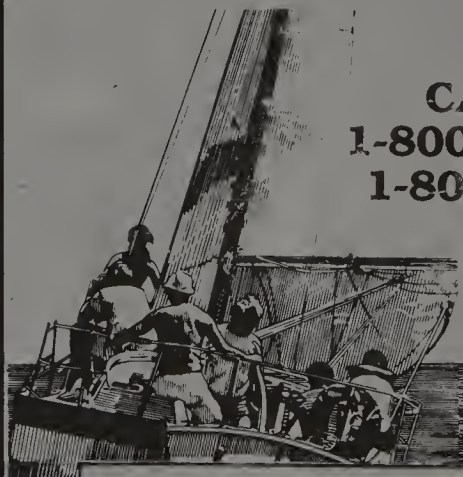
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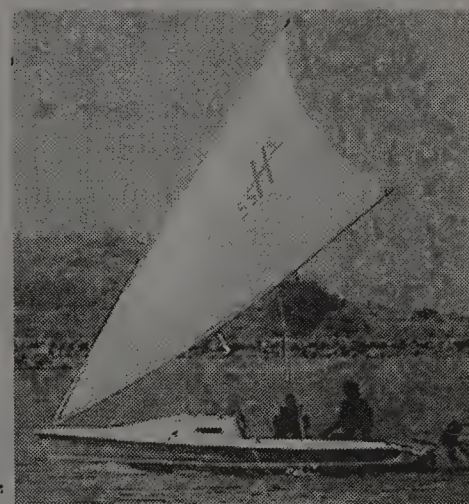


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THE RACING

With reports this month on the **W.D. Schock Regatta** and the **San Diego NOOD**; the latest members of the **U.S. Sailing Team**; the huge **Cardinal Regatta** for high school kids; a trio of **St. Francis Spring Invitationals**; the shorthanded **Rites of Spring Race**; useful tips for the **upcoming sailing season**; the **Acura SORC**; the final **midwinter race results**; and the usual pile of **race notes** at the end.

Two SoCal Regattas

One design is big in Southern California, possibly because their PHRF system is in a bit of disarray — but more probably because this is simply the most fun and most meaningful way to go yacht racing. A pair of big one design biggies occurred in the Southland last month, the W.D. Schock Regatta in Newport Beach on March 6-7, followed by the GMC Yukon/Sailing World NOOD Regatta at San Diego YC on March 19-21. Each regatta was held for the second time, and each apparently was excellent.

The Schock Regatta, named after the late boatbuilder Bill Schock, attracted 118 boats in seven classes. The stars of the 'Schock Show' had to be the revitalized Santana 20 fleet, which fielded a remark-

sion Bay, schooled the out-of-towners.

Two weekends later, 150 boats from 11 states duked it out in ideal sailing conditions — mostly bright sun and 12-18 knots of breeze, just enough to flip and nearly sink a Holder 20. Notable finishes among the 13 classes were turned in by Bruce Ayers, who held off Dave Ullman's late charge to win the 31-boat Melges 24 fleet; Norm Reynolds, who had a close victory in the 32-boat Etchells class; and David Janes' streaking *J-Bird*, which scored a come-from-behind win in the 11-boat J/120 class. *J-Bird*, fresh off overall wins in the recent PV Race and MEXORC, almost missed the regatta as her delivery crew made it back from Mexico with only one day to spare!

Top finishers of each regatta appear below. Coming up next on the SoCal circuit are the Ahmanson/Skylark Regatta (Newport Harbor YC, April 17-18), the 52nd Ensenada Race (NOSA, April 23) and the Yachting Cup (San Diego YC, April 3-May 2).

W.D. SCHOCK REGATTA (NHYC: Mar. 6-7):

LEHMAN 12 — 1) Joe Pinckney, 9 points; 2) John Drayton, 14; 3) Steve & Anne Schupak, 23; 4) Peter & Deon MacDonald, 28. (12 boats)

LIDO 14-A — 1) Mark Gaudio, 8 points; 2) Bob Yates, 16; 3) Jeff & Becky Lenhart, 20. (9 boats)

LIDO 14-B — 1) Stephen Mueller, 21 points; 2) Joe D'Amico, 25; 3) Debbie & Mick Schlens, 30; 4) Manzoni/McDonald, 30; 5) J. Jackman, 34. (15 boats)

SANTANA 20 — 1) Rick Harris, 19 points; 2) Kerry Poe, 19; 3) Chris Winnard, 20; 4) Tom Schock, 21; 5) Charlie Ogletree, 28; 6) Pete Hunter, 29; 7) David Healey, 45; 8) Mark Spears, 47; 9) Travis Wilson, 62; 10) Gordon Wanlass, 68. (36 boats)

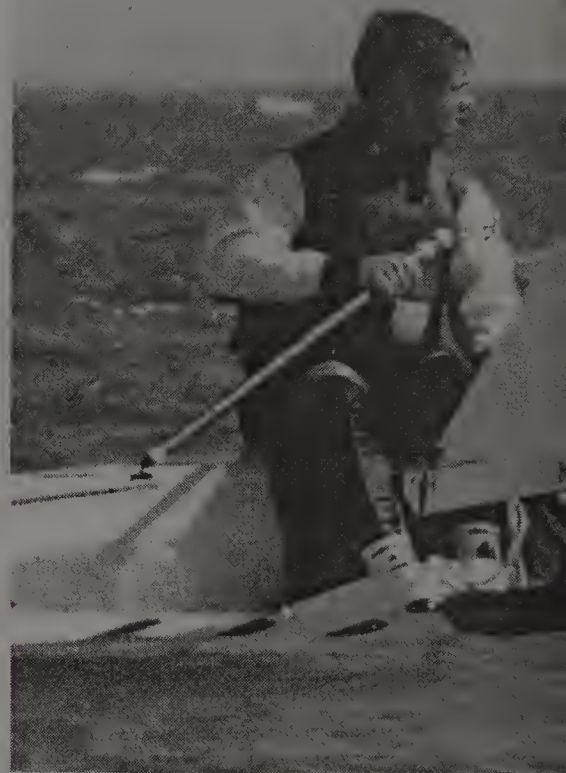
HARBOR 20 — 1) Arthur Strock, 6 points; 2) Terry Gloege, 11; 3) Phil Ramser, 15; 4) Anna Frances Parker, 26; 5) Morgan Morgan, Jr., 28. (14 boats)

SANTANA 30/30 — 1) **Second Wind**, Lars Kolshus, 7 points; 2) Joann, Steve Murphy, 13. (5 boats)

SCHOCK 35 — 1) **Mischief**, Hardy/Pickney, 21 points; 2) **Trouble Maker**, Long/Downey, 26; 3) **Chayah**, Oscar Krinsky, 27; 4) **Outlier**, Schmidt/Gordon, 29; 5) **Piranha II**, David Voss, 29. (17 boats)

SAN DIEGO NOOD (SDYC: Mar. 19-21):

MELGES 24 — 1) **Monsoon**, Bruce Ayres, Costa Mesa, 23 points; 2) **No Name**, Dave Ullman, Newport Beach, 24; 3) **Iceman**, Tim Hahnke, San Prego,



29; 4) **Rock N' Roll**, Argyle Campbell, Newport Beach, 34; 5) **No Name**, Mark Golison/Steve Flam, Long Beach, 49; 6) **Gold Rush**, Jean Albert, Newport Beach, 49. (31 boats)

ETCHELLS — 1) **Carnival**, Norm Reynolds, San Diego, 32; 2) **Slip Not**, Peter Isler, San Diego, 34; 3) **White Boat in Crisis**, Andy La Dow, San Diego, 34; 4) **Lady**, Gary Weisman, San Diego, 35; 5) **Justice**, Frank Varasano, East Island, NY, 40. (32 boats)

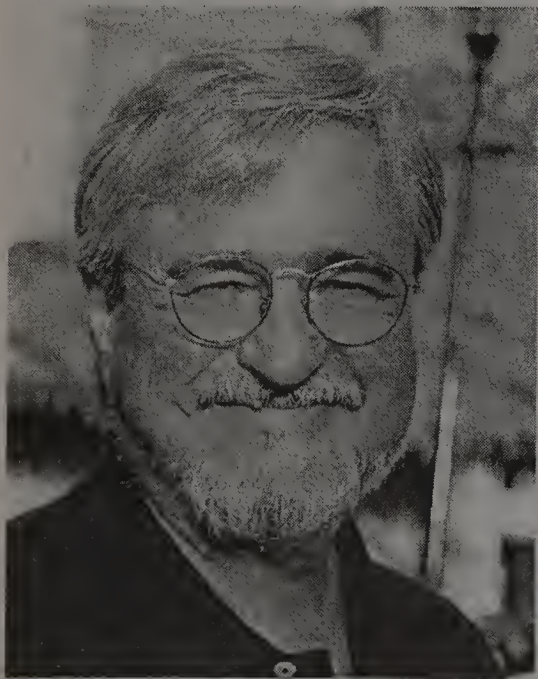
STAR — 1) Jeremy Davidson, Fountain Valley, 8; 2) Steve Brown/Miles Connolly, Dana Point, 16; 3) Lee Kellerhouse, San Diego, 17; 4) James and Mark Butler, San Diego, 27. (8 boats)

J/120 — 1) **J-Bird**, David Janes, Newport Beach, 15; 2) **C.C. Rider**, Chuck Nichols/Chick Pyle, San Diego, 24; 3) **Doctor No**, Jed Olenick, Olivenhain, 27; 4) **Hot Tamale**, Doug and Tom Jorgensen, Pasadena, 36; 5) **Simply Red**, Kelly Vince, Palos Verdes, 39. (11 boats)

SCHOCK 35 — 1) **Wings**, Dennis and Sharon Case, San Diego, 12; 2) **Shillelagh**, Andy Folz, San Diego, 14. (5 boats)

J/35 — 1) **Fast Lane**, Bob and Kathy Patterson, Los Angeles, 14; 2) **Incisor**, Dennis Dwire/John Plander, Ventura, 21; 3) **Z Force**, Herb Zoehrer, Coronado, 24. (6 boats)

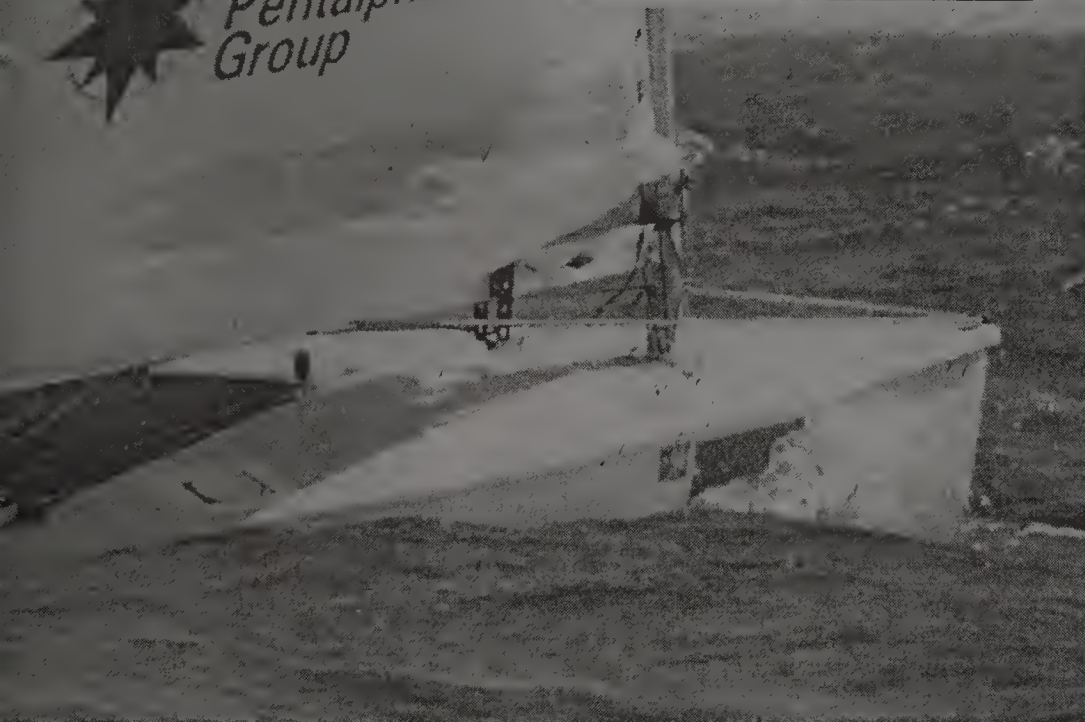
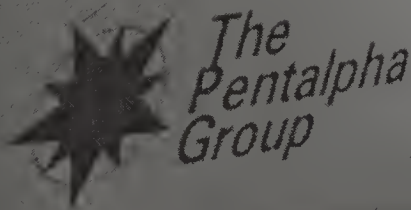
J/105 — 1) **J-OK**, Stewart Cannon, San Diego, 10; 2) **Perfect Timing 2**, Dan Durbeck, Santa Bar-



LATITUDE/ROB

J/120 sailor David Janes and his 'J-Bird' crew are on an incredible roll, recently winning the PV Race, MEXORC and the San Diego NOOD.

able 36 boats — the best showing by that class in years. Three Tuna 20s from the 10-boat Folsom Lake fleet made the trek down, joining boats from as far away as Oregon, Texas, and Colorado. Southern Californians, led by Rick Harris of Mis-



SPREAD COURTESY JOHN CALLAHAN; INSET: LATITUDE/ROB

Sausalito's John Callahan doing the Finn thing.
The best Finn sailors in North America will be here in mid-April for the Olympic Pre-Trials.

GEARY 18 — 1) Godzilla, Michell Schroeder, Anaheim, 9; 2) Nuggett, Chris Knudson, Santa Barbara, 12; 3) Second Wind, Tom Jermin, Atascadero, 16. (9 boats)
(6 or 7 races, depending on class)

U.S. Sailing Team News

The Olympic Sailing Committee of U.S. Sailing recently announced members of the '99 U.S. Sailing Team in seven of the eleven Olympic classes (see below). The remaining classes — Laser, 49er, Star and Soling — will name their 'high five' shortly. With the Olympics scheduled for September 16-October 1, 2000, in Sydney, making the team is now a high priority for serious Olympic hopefuls.

Membership on this elite squad is limited to five sailors from each class (shown below in order of ranking), with selection based on an arcane formula which takes into account both performance and attendance at important regattas. Being on the U.S. Sailing Team identifies sailors as strong contenders for an Olympic berth,

and carries with it financial assistance, professional coaching, and the everlasting admiration of their fellow sailors, not to mention the opposite sex. Lots of new clothes and other products are also part of the deal, courtesy of sponsors Rolex Watch USA, Sperry Top-Sider, Douglas Gill and Team McLube.

The only local sailors to make the grade so far are Finn sailors Russ Silvestri, who was profiled in last month's Olympic Preview, and John Callahan. The latter — who grew up sailing big boats in Darien, Connecticut, but now makes his home in Sausalito — has actually been on the Team for the last three years. A devoted Finnatic since 1994, John now owns three of these nautical torture racks — one of which was a wedding present from his wife Susu in '97! Two of his fleet are presently in a container coming home from the '99 Worlds in Melbourne.

Callahan is a software developer with a start-up company in the Presidio, which is convenient for sneaking away to his yacht club, St. Francis, for late afternoon sails. He works hard to keep in shape, often riding his mountain bike to strengthen his legs. "Darrell (Peck) and Russ (Silvestri) are the yardsticks," admits John. "They're the guys to beat. Whoever we send to the Olympics will have their work cut out for them — the Canadians, Poles and Swedes look particularly good."

In fact, everyone we send to Sydney will have a tough assignment. At Pusan in '88, the U.S. scored eight sailing medals; at Barcelona in '92, we hauled home nine medals; but then plummeted to just two bronzes in the Savannah Games in '96. Hopefully, this downward trend will be reversed in 2000.

FINN — 1) Darrell Peck (Gresham, OR); 2) Russ Silvestri (San Francisco), 3) Mike Deyett (Windham, NY); 4) Eric Oetgen (Savannah, GA); 5) John Callahan (San Francisco).

470 (men) — 1) Paul Foerster/Bob Merrick (Garland, TX); 2) Morgan Reeser/Kevin Bumham (Wilton Manors, FL); 3) Steven Hunt/Michael Miller (Poquoson, VA); 4) Peter Katcha/Jim Elvart (Dallas, TX); 5) Kevin Teborek/Talbot Ingram (Winnetka, IL).

470 (women) — 1) Tracey Hayley/Louise Van Voórhis (Coral Gables, FL); 2) Whitney Conner/Elizabeth Kratzig (Noank, CT); 3) Courtenay Dey/Alice Manard (The Dalles, OR); 4) Susan Hofacker/Sharlene Simpson (Friendswood, TX)... (only four teams qualified)

EUROPE — 1) Hannah Swett (Jamestown, RI); 2) Danielle Brennan Myrdal (New York, NY); 3) Meg Gaillard (Pelham, NY); 4) Amanda Clark (Shelter Island, NY); 5) Danielle Soriano (Brielle, NJ).

MISTRAL (men) — 1) Mike Gebhardt (Ft. Pierce, FL); 2) Randy Somnitz (Panama City, FL); 3) Peter Wells (La Canada, CA); 4) Jean Raas (Seminole, FL); 5) Will James (Easton, MD).

bara, 16; 3) Legacy, Betsey Dougherty, Newport Beach, 22. (7 boats)

J/LEVEL 108 — 1) Speedy Gonzales, Bob Steen, San Diego, 9; 2) Air Boss, Jon Dekker, San Diego, 17. (4 boats)

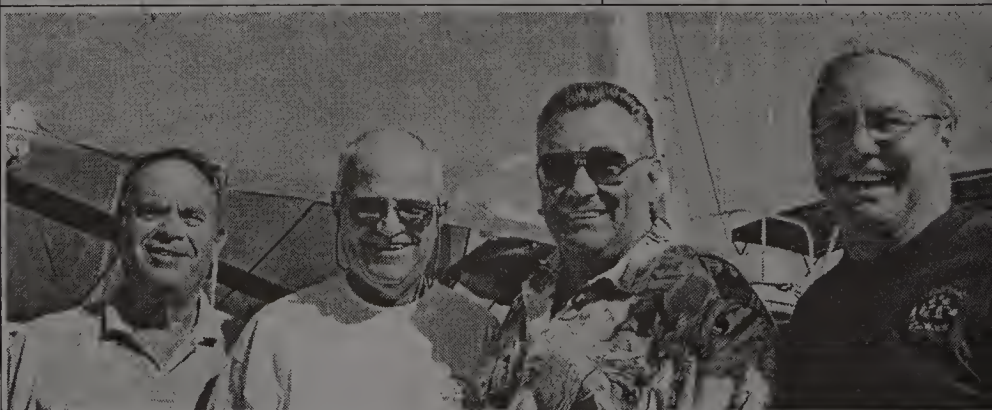
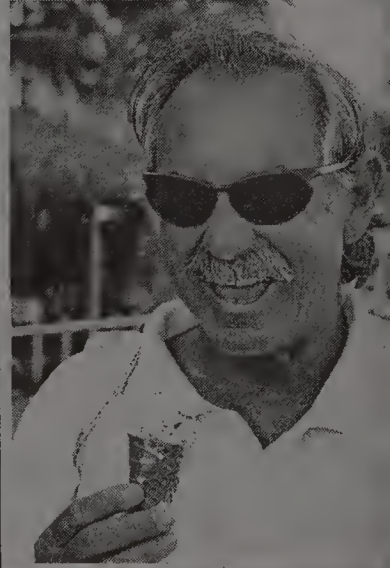
CORSAIR TRIMARANS — 1) Delta Vee, Michael Leneman, Venice, 9; 2) Mental Floss, Jeffrey Cohen, Covina, 20; 3) Cheeky Monkee, Rick White/Kim Alfreds, Bellingham, WA, 22. (7 boats)

J/24 — 1) #5208, Mary Snow, San Diego, 8; 2) Tiny Dancer, B. Zimmerman/W. Davis, Goleta, 18; 3) Jump Street, Kenny Kieding/Doug Mathews, Santa Barbara, 23; 4) Ho Omele, Scott Tobin, El Segundo, 29; 5) Majic, Jay Phillips, Oxnard, 30. (11 boats)

HOLDER 20 — 1) H=MC2, Darren Hamm, Las Vegas, NV, 12; 2) La Pepita, Michael Kratz, Escondido, 18. (6 boats)

C-SCOW — 1) Avery A, Gnf Amies, Irvine, 9; 2) tie between C-Scow 100, Michael Daily, Buena Park, and Iniki, Pete Vander Meyden, Blue Jay, 23. (6 boats)

ULTIMATE 20 — 1) Euphoria, Elaine Pardey, Salt Lake City, 9; 2) TGFU, Travis Gregory, Salt Lake City, 15; 3) Pocket Rocket, Marty Christensen, Monument, CO, 20. (9 boats)



MISTRAL (women) — 1) Lanee Butler (Aliso Viejo, CA); 2) Cara Reid (Edison, NJ); 3) Kimberly Birkenfeld (Myrtle Creek, OR); 4) Beth Powell (Cocoa Beach, FL); 5) Mariel Devesa (Torrance, CA).

TORNADO — 1) Robbie Daniel/Jacques Bernier (Clearwater, FL); 2) John Lovell/Charlie Ogletree (New Orleans, LA); 3) Lars Guck/PJ Schaffer (Bristol, RI); 4) Mike Ingham/Eric Goethert (Northport, NY); 5) Richard Feeney/Brian Doyle (Ithaca, NY).

Cardinal Regatta

The 1999 Cardinal Regatta was an in-

Mexico scrapbook (clockwise from top left) — weird scenes on board the 'Bushwacker'; the power of 'Sorcery'; Dave Ullman licked the competition again; race poobahs (from left) Brad Herman, Dan Nowlan, Mike Watham and Frank Whitton; our favorite hippie, Jon Shampain; and 'Zephyrus IV'.

credible success. A total of 31 high school sailing teams from all over the state showed up in Redwood City on February 27-28 for the Stanford University/Sequoia YC-hosted event, one of the biggest high school regattas ever run in California.

Saturday began as every regatta does

— with a mad scramble to get chartered FJs found, rigged, registered and ready to go. After a postponement, the 'A' division got in six races and the 'B' division just two before the wind faltered and daylight faded. Huge mounds of spaghetti, meatballs and salad were waiting at Sequoia YC for the hungry crowd, filling all



Clockwise from upper right — 'Evo' men Bill Herreschaft, Jim Linskey and Brent Ruhne; MEXORC buddies Mark Simms, Tara Kilpatrick, Robert Flowerman and Keith Kilpatrick; harbormaster Karl Raggio and unidentified babe; Peggy Redler and Harry Smith; 'Secret Love' bellies up to the bar.

who attended.

Sunday started slowly. Following a pancake and egg breakfast at the club, the 'B' sailors were sent out for two hours of drifting before the wind finally came up. The wind was erratic all day, but by 2:30 p.m., both divisions had completed eight races for the weekend. The race commit-

tee attempted a ninth race for each division, but the wind shut off completely and the regatta was deemed finished.

The post-race scene was Saturday morning in reverse, as sailors hurried to unrig boats chartered from Santa Barbara, Santa Cruz, Monterey and San Francisco YC. The protest committee dealt

with protests and redress and, promptly at 5 p.m., the trophies were presented. The winners of 'A' were Scott Hogan and Amy Halvorsen of Newport Harbor, while the 'B' victors were Zack Johnson, Brian Haines, Crystal Schmidt and Lauren Maxam of Coronado. Meanwhile, the Coronado 'A' squad (Mike Anderson, Jimmie Montgomery, Tom Bell) finished second in their division, giving Coronado a combined total of 75 points to win the

THE RACING



'99 Cardinal by a comfortable margin.

High school sailing is exploding in California. The PCISA now includes nearly 60 schools, with Northern California representing nearly half of that number. Active high school programs in the Bay Area are run out of San Francisco and Stanford, along with Santa Cruz and Monterey.

— *eric knopf*

1) Coronado, 75 points; 2) Newport Harbor, 85; 3) San Marcos, 100; 4) Univ. of San Diego, 125; 5) Foothill, 135; 6) Bishops, 146; 7) Soquel, 163; 8) Marin Catholic, 170; 9) Newport Harbor HS, 172; 10) Dana Hills, 183; 11) Redwood Varsity, 188; 12) Carpinteria, 197; 13) Pt. Loma, 208; 14) Univ. of San Diego, 210; 15) Chaminade, 232. (31 schools)

StFYC Invitationals

Good things come in threes, and the annual trio of St. Francis Spring Invitationals last month was no exception. In keeping with tradition, the first weekend was devoted to one design racing for keel boats under 30 feet; the middle weekend to go-cart racing (dinghies); and the third and final weekend to racing keel boats over 30 feet.

On the whole, the weather cooperated for all three series. Winds were mostly light to moderate, and it only rained one day — the second day of the dinghy derby. Interim race manager Dennis George did a fine job of filling the large void left by the late Matthew M. Jones, getting in all the scheduled races despite occasional difficult wind directions and the usual abundance of springtime currents.

The first weekend, according to George, was "nice and easy, the best of the three." It was the windiest, featuring a full westerly which briefly piped up to 30 knots on Sunday. The weekend had its share of carnage, including a dismasting (the

Spring Dinghy fun (from left) — Vanguard 15s are catching on locally, with 19 boats sailing this weekend; I-14 aces Zach Berkowitz and Karl Baldauf going for it; number one ranked Finn sailor Darrell Peck shows the proper downwind angle of the dangle. All photos 'latitude'/rob.

Moore 24 *Nobody's Girl* was accosted by a port-tack Melges 24), a serious concussion (Andy McCormick, crewing on the Express 27 *Motorcycle Irene*, was beamed by the spinnaker pole and spent two days in the hospital), and several unplanned man overboard drills.

The following weekend's Spring Dinghy regatta was huge, featuring three Olympic classes (Finn, Europe, Laser), a whopping 19-boat Vanguard 15 fleet, and healthy turnouts by the Snipes, 505s and I-14s. "We're pretty sure this was the biggest Spring Dinghy ever," said George. "It was almost double the normal size." The Lasers counted the regatta as a ranking event, and all three Olympic classes used it as a tune-up for the Olympic Pre-Trials on the Bay on April 14-18. Winds were fluky, the currents were really strong in both directions, and it was quite cold. "Sunday was pretty ugly, about 45 degrees and raining," noted George. "A lot of the sailors weren't dressed properly for the conditions."

The Spring Invitational, on the third weekend, tested the larger keelboats with the full gamut of wind strength and directions, from a fluky 'midwinters' easterly on Saturday to a fine 'summer' westerly on Sunday. Saturday's racing was particularly weird and shifty, utilizing a venue that has seldom been seen — the so-called 'Alcatraz Shoal' course, i.e., the small corridor in the Central Bay between the two shipping lanes.

Two boats, Hans Bigall's J/29 5150 and the Wilson/Perkins Syndicate's J/35 *Major Damage* fired off straight bullets in small fleets. However, MVP honors for the

weekend undoubtedly were earned by Pat and Will Benedict on the J/105 *Advantage 3*. The popular father/son team posted a steadily improving 6,5,3,2 record to best the huge 23-boat fleet — the largest gathering of the ubiquitous J/105s ever on either coast.

SPRING KEEL (March 6-7: 4 races):

J/24 — 1) *Inappropriate*, Chris Moeller, 4 points; 2) *Phatt Air*, Reid McLaughlin/Susie Gregory, 11; 3) *Nixon Was Cool*, Doug Nugent/Julie Wiard, 14; 4) *Downtown Uproar*, Wayne Clough, 18; 5) *Cool Breeze*, Don Nazzal, 23. (10 boats)

Midwinters Wrap-Up

Hurrah! We've survived another winter racing season, and the summer season is just a month away. All in all, it wasn't such a bad winter — and many of the midwinter series reached new highs in terms of numbers and enthusiasm.

Following are the results of most of the Bay Area midwinters (BYC/MYCO appeared last month; SFYC appeared in the January issue).

Alamada YC Estuary Midwinters

SPINNAKER — 1) *Quickie*, Capri 25, Jack & Will Matievich, 11.5 points; 2) *Popeye & I*, Moore 24, Don Blood, 15; 3) *Lelo Too*, Tartan 30, Emile Carles, 17.75; 4) *Mirage*, Black Soo, Ben Mewes, 20.75. (14 boats)

NON-SPINNAKER — 1) *Dancing Girl*, Catalina 30, Jolly Curtis, 6.25 points; 2) *Crinan*, C&C 30, Don Blood, 13. (5 boats)

COLUMBIA 5.5 — 1) *Drummer*, Alan Weaver & Associates, 8.25 points; 2) *Wings*, Mike Jackson, 13.75; 3) *Chaos*, Jim Warfield, 18.75. (8 boats)
(5 races; 0 throwouts)



MELGES 24 — 1) **Tropical Storm**, Doug & Kerry Forster, 6 points; 2) **Agent 99**, John Barranco/Dimitrios Dimitrelis, 9; 3) **Sabotage**, Tim Duffy, 15; 4) **SUV**, David Wadbrook/Tracy Usher, 17; 5) **Dynamo Hum**, Jeff Littfin, 23 (11 boats)

MOORE 24 — 1) **Moorgasm**, Watts/Niles/Jossleyn, 7 points; 2) **Adios**, Scott Walecka, 8; 3) **Fatuity**, Dave Hodges, 13; 4) **Wet Spot**, Mike O'Callaghan, 23; 5) **Minnow**, Dan & Lisa Nitake, 25; 6) **Gruntled**, Simon Winer/Bart Hackworth, 26; 7) **Kamikaze**, George Wheeler, 28; 8) **#71**, Bren Meyer, 32; 9) **Mercedes**, Joel Verutti, 36; 10) **Snafu-U**, Mark Berryman, 43. (21 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, 7 points; 2) **New Moon**, Carl Schumacher/John Franklin, 9 points; 3) **Baffett**, Tom Baffico/Forest Baskett, 12; 4) **El Raton**, Ray Lotto, 19; 5) **Ajax**, Brett Allen, 23; 6) **Surfari**, Bill Hoffman, 33. (16 boats)

SPRING DINGHY (March 13-14; 5 races)

FINN — 1) Richard Clarke (Vancouver, BC), 24 points; 2) Darrell Peck, 29; 3) Rodrigo Meireles, 36; 4) Eric Oetgen, 40; 5) Russ Silvestri, 42; 6) John Callahan, 43; 7) Geoff Ewenson, 44; 8) Mo Hart, 50; 9) Kim Zetterberg, 58; 10) Scott Griffiths, 59. (17 boats)

EUROPE — 1) Danielle Brennan Myrdal (New York City), 20 points; 2) Lynn Olinger, 22; 3) Sam Barnes, 30; 4) Jaime Murray, 32. (9 boats)

LASER — 1) Brett Davis (St. Petersburg, FL), 26 points; 2) Mark Mendelblatt, 27; 3) John Myrdal, 31; 4) John Torgenson, 34; 5) Bill Hardesty, 38; 6) Peter Hurley, 39; 7) Marty Essig, 44; 8) Charles Meade, 45; 9) Matt McQueen, 48; 10) Eric Holden, 63; 11) Kurt Taulbee, 64; 12) Gregory Skidmore, 66; 13) Zach Conrad, 79; 14) Matt Taddy, 84; 15) Benjamin Richardson, 85; 16) Jon Benskin, 87; 17) Mattia D'Errico, 87; 18) Martin Hartmanis, 108; 19) Simon

Bell, 108; 20) Andy Lovell, 109. (43 boats)

SNIPER — 1) J. & D. Fontella (San Francisco), 22 points; 2) Shawn & Debbie Bennett, 23; 3) Joe Harvard/B. Bradshaw, 25; 4) J. Tagliamonte/Karina Vogen, 25. (8 boats)

LASER II — 1) Andy Schmidt/A. Frush (San Francisco), 7 points. (1 boat)

VANGUARD 15 — 1) Steve Bourdow/K. Mun (Stanford), 15 points; 2) L. Raymond/J. Macleod, 26; 3) Nick Adamson/M. Mantel, 28; 4) Sean Svendsen/Tim Duffy, 30; 5) K. Turnbull, 36; 6) Scott Sellers/A. Guerrero, 40; 7) S. Wells/A. Richardson, 40; 8) A. Ascencious/L. Ellis, 43; 9) K. Forman/H. Schiebler, 45; 10) P. Horsch/L. Sherman, 51. (19 boats)

505 — 1) Jeff Miller/Jim Maloney (Santa Cruz), 9 points; 2) Bruce Edwards/Dave Shelton, 14 points; 3) D. Bryon/B. Harris, 24; 4) R. Brown/J. Fry, 25. (9 boats)

FINAL MIDWINTER RACE RESULTS

Corinthian YC Midwinters

DIV. I (0-72) — 1) **Eclipse**, Express 37, Mark Dowdy, 11 points; 2) **Piper Jaffray**, 11:Metre, Mike Ratiani, 18; 3) **Cha Ching**, BH-41, Scooter Simmons, 19; 4) **Allegre**, 11:Metre, Harris/Glockner, 22; 5) **Raven**, N/M 39, Mark Thomas, 26. (14 boats)

J/105 — 1) **Irrational Again**, Jaren Leet, 9 points; 2) **Speedwell**, Thayer/Watts, 16; 3) **Walloping Swede**, Tom Kassberg, 16; 4) **Sabertooth**, Mike Eagan, 19; 5) **Limelight**, Harry Blake, 20. (13 boats)

DIV. II (73-108) — 1) **Mischief**, Soverel 33, Bill Moore, 10 points; 2) **Petard**, Farr 36, Keith Buck, 14; 3) **Chira Cloud**, J/40, Wilson/Brite, 15; 4) **Run Wild**, Olson 30, Dale Irving, 16. (10 boats)

30-FOOTERS — 1) **Ixxis**, Olson 911-S, Ed Durbin, 6 points; 2) **Plzote**, Santana 30/30, Kevin Knick, 16; 3) **Moonshadow**, Wylie 31, Wayne Behrens, 16. (7 boats)

EXPRESS 27 — 1) **To Infinity and Beyond**, Fred Voss, 7 points; 2) **Baffett**, Baffico/Baskett, 7; 3) **Moonlight**, Jim Gibbs, 15. (7 boats)

DIV. III (109-153) — 1) **Mintaka**, C&C 36, Gerry Brown, 6 points; 2) **Harp**, Catalina 38, Mike Mannix, 15; 3) **Jammin' Too**, Catalina 36, Michael Lamb, 18; 4) **Furrari**, Wylie Wabbit, Pete & Angie Rowland, 19; 5) **Nighthawk**, Dehler 34, Peter DeVries, 21. (14

boats)

MOORE 24 — 1) **Gruntled**, Simon Winer, 6 points; 2) **Mercedes**, Joel Verutti, 11; 3) **Frenzy**, Lon & Susie Woodrum, 15; 4) **Free Fall**, Fred Cox, 17. (10 boats)

OLSON 25 — 1) **Baleineau**, Charlie Brochard, 9 points; 2) **Barking Dog**, Jeffrey Kroeber, 9; 3) **Three Ring Circus**, Dave McMurtry, 10. (7 boats)

DIV. IV (154-180) — 1) **Sockeye**, J/24, Holscher/Etheridge, 5 points; 2) **Quickstep II**, IOD, Mark Pearce, 12; 3) **Animal Farm**, Wylie 28, Dave Crowe, 13; 4) **Sorcerer**, C&C 30, Greg Cody, 19. (11 boats)

NON-SPINNAKER I (0-150) — 1) **Bacarar**, Peterson 34, Dave Reed, 8 points; 2) **Ozone**, Olson 34, Carl & Jini Bauer, 10; 3) **Smoggen III**, Custom 36, Julie Le Vicki, 12; 4) **Adagio**, Beneteau First 405, John Broderick, 22; 5) **Georgia**, Custom Sloop, Ben Mewes, 23. (14 boats)

DIV. V (181-up) — 1) **Amante**, Rhodes 19, Kirk Smith, 7 points; 2) **Tutto Benne**, Ranger 23-T, Mike & Tom Warren, 8; 3) **Faraway**, O'Day 27, Jim Mueller, 11; 4) **Sequel**, Catalina 27, Scott Hester, 26; 5) **After Five**, unknown, Dave Opheim, 27. (15 boats)

KNARR — 1) **Whistler**, Bill Lawhorn, 9 points; 2) **Huldra**, Jim Skaar, 10. (5 boats)

NON-SPINNAKER II (151-up) — 1) **Tenslon II**,

Cal-20, John Nooteboom, 8 points; 2) **Roeboat**, Catalina 30, Rod Decker, 10; 3) **Morgan**, Cal 20, Marcia Peck, 15; 4) **Amanda**, Newport 30 Mk. II, Pat Broderick, 17. (12 boats)

MULTIHULL — 1) **Pegasus**, F-27, Andrew Pitcairn, 6 points; 2) **Ja Mon**, F-25c, John Kocol, 11. (5 boats)

'AOTEA' TEAM TROPHY — 1) **Team CYC (Sockeye, Smoggen III, Tension II)**, 10.879 points; 2) **Team St. Francis (Run Wild, Baffett, Piper Jaffray)**, 8.75; 3) **Team Sausalito (Bacarar, Umpqua, Roeboat)**, 8.603. (11 teams)

TOP INDIVIDUAL PERFORMANCE — **Gruntled**, Moore 24, Simon Winer.

TOP PERFORMANCE BY A CYC MEMBER — **Baleineau**, Olson 25, Charles Brochard. (4 races; 0 throwouts)

EYC Jack Frost Midwinters

CLASS A-1 (non-spinnaker) — 1) **Meme**, Newport 30, Norm Guest, 4.25 points. (2 boat)

SANTANA 22 — 1) **Yacht Sea**, Heidi Schmidt, 6.5 points; 2) **London Calling**, Meg Dwyer, 8.75. (5 boats)

CLASS B-1 (181-up) — 1) **Lyric**, Thunderbird, Jim Newport, 4.25 points; 2) **Jubilee**, Ariel, Don Morrison, 5.5; 3) **Shanghi LII**, Ranger 23, Roger

THE RACING

I-14 — 1) Ron Boehm/Pete Mohler (Santa Barbara), 9 points; 2) Zach Berkowitz/Karl Baldauf/W. Baylis, 18; 3) D. Bernitsen/Alan Prussia, 22; 4) A. Bates/Kurt Schmidt, 32; 5) B. Ruetenik/J. Scala, 33. (11 boats)

SPRING INVITATIONAL (Mar. 20-21; 4 races):

EXPRESS 37 — 1) **Spindrift V**, Larry & Lynn Wright, 7 points; 2) **Re-Quest**, Glenn Isaacson, 8. (3 boats)

J/35 — 1) **Major Damage**, Wilson/Perkins, 4 points; 2) **Jarlen**, Bob Bloom, 9 points. (4 boats)

SANTANA 35 — 1) **Swell Dancer**, Jim Graham, 7 points; 2) **Ice Nine**, Brendan Busch, 9; 3) **Bluefin**, Mark Sloane, 13. (6 boats)

11:METRE — 1) **Team Svendsen's**, Sean Svendsen, 10 points; 2) **Kodak**, Ben Wells, 11; 3) **Red Bull**, Tim Wells, 11; 4) **Altoids**, John Sweeney, 16. (8 boats)

J/105 — 1) **Avantage 3**, Pat & Will Benedict, 16 points; 2) **Bella Rosa**, Dave Tambellini, 18; 3) **Speedwell**, Dick Watts, 29; 4) **We Be Jammin' 2**, J. Zakin, 29; 5) **Sails Call**, Ian Charles, 29; 6) **Jose Cuervo**, Sam Hock, 33; 7) **Orion**, Gary Kneeland, 33; 8) **Charade**, Tom Coates, 35; 9) **Sabertooth**, Mike Eagan, 37; 10) **Blackhawk**, Dean Dietrich, 40. (23 boats)

OLSON 30 — 1) **Run Wild**, Dale Irving, 12 points; 2) **Cisco**, Gary Redelberger, 13; 3) **Hoot**, Andy Macfie, 15; 4) **Speedy Gonzales**, David Carrel, 16. (8 boats)

J/29 — 1) **5150**, Hans Bigall, 4 points; 2) **Advantage II**, Graham Churchley, 8. (4 boats)

Rites of Spring

Oakland YC's annual shorthanded Rites of Spring Race, held on the sunny day of March 20, turned out to be a contrarian's delight. No matter which leg you were on, the tide and wind were against you. The plan was for the 50 starters to experience a nice beat from the Berkeley Pier to Southampton, then onto a spinnaker 'milk run' with the flood up



Spring Invitational winners — Chris Corlett (left) and Jim Graham teamed up again to win the Tuna 35 class with 'Swell Dancer'.

the Estuary to the OYC clubhouse. However, the wind shifted completely while the fleet was en route to Southampton, turning that leg into a spinnaker run and the leg back to the South Bay a light air beat into a by-now building ebb.

Which way to go? *Tail Chaser* opted for the wind, staying in the middle and raising and dousing their kite a dozen times. *Lelo Too* went all the way to the Berkeley Pier, while *Usual Suspects* short-tacked up the face of Treasure Island. Boats went on both sides of T.I. and, oddly enough, all contingents supplied finishers and DNFs. In the end, 26 boats man-



Larry and Lynn Wright, owners of the Express 37 'Spindrift V', are off to a great start this season.

aged to limp across the finish line.

Confusion was compounded by the Race Committee, who motored in for a normal Estuary finish when the wind was plentiful — but then rushed back out when it became apparent the breeze was dropping out. Unfortunately, some of the boats had already rounded the short course mark (R-4 at the Estuary entrance), so the RC set up at R-6, a 'non-mark', for a shortened finish — a perfect end to a perfect day.

— george gurrola

DOUBLEHANDED (spinnaker < 126) — 1) (tie)

FINAL MIDWINTER RACE RESULTS

England, 12. (9 boats)

180-RATERS — 1) **Voyager**, Ranger 29, Don Pruzan, 6.5 points; 2) **Snow Goose**, Santana 30, Ted Mattson, 7.5; 3) **Trey Shay**, Catalina 30, John Jacobs, 8. (6 boats)

CATALINA 34 (non-spinnaker) — 1) **Wind Dragon**, Dave Davis, 8 points; 2) **Mottley**, Chris Owen, 8.5; 3) **Bear Territory**, David Smith, 13.5. (8 boats)

CLASS D-1 (144-179) — 1) **Bewitched**, Merit 25, Loraine Salmon, 4.25 points; 2) **Chesapeake**, Merit 25, Jim Fair, 7.75; 3) **Vincitore**, J/24, Ed Martin. (8 boats)

HAWKFARM — 1) **Ei Gavilan**, Nick Nash, 5.5 points; 2) **Eyrlle**, Tom Condy, 6.5. (5 boats)

CLASS E-1 (93-143) — 1) **Silkye**, WylieCat 30, Steve Seal, 7.5 points; 2) **Stop Making Sense**, Soverel 33, Dean Briggs, 9.5; 3) **Enigma**, Capo 30 mod., Bob Hultman, 11; 4) **Bloom County**, Mancebo 31, The Ondrys, 15. (10 boats)

CLASS F-1 (0-92) — 1) **Jabiru**, J/35, Bill West, 4.25 points; 2) **Stray Cat Blues**, J/35, Bill Parks, 6.5. (3 boats)

SPORTBOATS — 1) **Cascade**, Antrim 27, Steve Reinhart, 7.75 points; 2) **Passione**, J/92, Walt Marti, 8.5; 3) **Smokin'**, Melges 24, M. Rettie, 8.75. (7 boats)

MULTIHULL — 1) **Three Sigma**, F-27, Christopher Harvey, 5.5 points; 2) **Joint Venture**, F-25 Mk. II, Randy DeVol, 7.75. (4 boats)

(5 races; 1 throwout)

LMSC Robinson Midwinters

EL TORO, SR. — 1) Ron Bisio; 2) Dave Vickland; 3) Tom Burden; 4) John Amen; 5) George Morris; 6) Gordy Nash; 7) Fred Paxton; 8) Pete Blasberg; 9) Jim Warfield; 10) (tie) John Hege & Charles Barthrop. (26 boats)

EL TORO, JR. — 1) JV Gilmour; 2) Ben Amen; 3) George Granelli; 4) Sally Tracy; 5) Cory Lutchansky; 6) Will White; 7) Mallory McCollum; 8) (tie) Alex Lowry & Mark Anders; 10) Sara Lester. (27 boats)

SLOOP — 1) Joe Doering, Lido 14; 2) Dan Ouellet, JY 15; 3) Doug Hamilton, Lido 14. (7 boats)

CATBOAT — 1) Del Locke, Holder 12; 2) Jim Kearney, Holder 12. (4 boats)

(12 races; 0 throwouts)

Golden Gate YC Midwinters

DIV. I (0-64) — 1) **Cha Ching**, BH 41, Scooter Simmons, 9 points; 2) **Mr. Magoo**, J/120, Stephen Madeira, 12; 3) **JackRabbit**, N/M 39, Dave & Jackie Liggett, 12; 4) **Peregrine**, Mumm 30, David Thomson,

16; 5) **Raven**, N/M 39, Mark Thomas, 17. (16 boats)

DIV. II (65-99) — 1) **Yucca**, 8-Meter, Hank Easom, 5 points; 2) **Navigator**, Soverel 33, The Melbostads, 9; 3) **Run Wild**, Olson 30, Dale Irving, 16; 4) **Two Scoops**, Express 34, Goodwin/Longaker, 17. (13 boats)

DIV. III (100-152) — 1) **Uno**, WylieCat 30, Steve Wonner, 5 points; 2) **Ei Raton**, Express 27, Ray Lotto, 9; 3) **Windwalker**, Islander 36, Gilliom/Schoenhair, 17; 4) **Harp**, Catalina 38, Mike Mannix, 18. (13 boats)

DIV. IV (153-197) — 1) **Undine**, IOD, Adam Wheeler, 5 points; 2) **Roadhouse Blues**, Hawkfarm, Torben Bentsen, 9; 3) **Strait Jacket**, Mull 22, Ben Haket, 13; 4) **Lelo Too**, Tartan 30, Emile Carles, 15. (10 boats)

DIV. V (198-up) — 1) **Dulcinea**, Coronado 27, John Slivka, 10 points; 2) **Yachtsea**, Santana 22, unknown, 11; 3) **Shazam**, Santana 22, Bud Sandkulla, 11. (9 boats)

11:METRE — 1) **Smint**, James Glockner, 5.5 points; 2) **Piper Jaffray**, Mike Ratiani, 7.5. (5 boats)

EXPRESS 37 — 1) **Spindrift V**, Larry & Lynn Wright, 5 points; 2) **Expeditious**, Bartz Schneider, 8. (4 boats)

J/105 — 1) **Speedwell**, Thayer/Watts, 7 points; 2) **Walloping Swede**, Tom Kassberg, 10; 3) **Lime-**



Will (left) and Pat Benedict are the early leaders in the J/105 season standings with their 'Advantage 3'.

20/20, J/105, Phil Gardner, and **Saltshaker**, Contessa 39, Steve Hanson; 3) **Georgia**, Custom, Ben Mewes. (8 boats; 4 DNF)

DOUBLEHANDED (spin., 127-160) — 1) **Tail-chaser**, Moore 24, Emily Hogin; 2) **Vitesse**, SC 27, Grant Hayes. (5 boats; 1 DNF)

DOUBLEHANDED (spin., 161-174) — 1) **Usual Suspects**, Merit 25, Steve Zevanove; 2) **Double Agent**, Merit 25, Robin Olivier; 3) **Mission Impossible**, Merit 25, Doug Hamilton. (6 boats; 2 DNF)

DOUBLEHANDED (spin., 175 and up) — 1) **Lelo Too**, Tartan 30, Emile Carles; 2) **Too Cool**, Capri 22, Bill Dalton; 3) **Sequel**, Catalina 27, Jay Montgomery; 4) **Tunnel Vision**, Catalina 27, Mitch Fredericks. (13 boats; 7 DNF)

DOUBLEHANDED (non-spinnaker) — 1) **Sandman**, Beneteau 305, Chris Noe; 2) **Maverick**, Ericson



'Team Svendsen', i.e. Sean Svendsen (left) and tactician Bruce Schwab, took the competitive 11:Metre class.

39, Tony Johnson. (5 boats; 3 DNF)

SINGLEHANDED — 1) **Iskra**, S-2 7.9, Jeff Dunnavant; 2) **Curmudgeon**, Express 27, Andre Levy. (5 boats; 3 DNF)

MULTIHULL (spinnaker) — 1) **Boogieman**, F-31R, Gary Helms. (4 boats; 2 DNF)

MULTIHULL (non-spinnaker) — 1) **Wahoo**, F-31, Tim Cahill-O'Brien. (2 boats)

Get in Shape for the Sailing Season

The following 'tips' for ocean racers (and magazine editors on deadline?) were lifted shamelessly from Tom Leweck's wonderful *Scuttlebutt* daily email newsletter:

- 1) Sleep on the shelf in your closet.
- 2) Replace the closet door with a curtain.
- 3) Six hours after you go to sleep, have a friend whip open the curtain, shine a flashlight in your eyes, and mumble "your watch."
- 4) Renovate your bathroom. Build a wall across the middle of your bathtub and move the shower head down to chest level.
- 5) Every time there's a thunderstorm, go sit in a wobbly rocking chair and rock as hard as you can until you're nauseous.
- 6) Buy a trash compactor and only use it once a week. Store up garbage in the other side of your bathtub.
- 7) Wake up at midnight and have a peanut butter and jelly sandwich on stale bread. (Optional: cold canned ravioli or soup).
- 8) Set your alarm clock to go off at random times during the night. When it goes off, jump out of bed and get dressed as fast as you can, then run out into your yard and break out the garden hose.
- 9) Use 18 scoops of coffee per pot and allow it to sit for 5 or 6 hours before drinking.
- 10) Raise the thresholds and lower the top sills on your front and back doors so that you either trip over the threshold or hit your head on the sill every time you pass through one of them.
- 11) Every so often, throw your cat into the swimming pool, shout "Man Overboard!", run into the kitchen and sweep all the pots/pans/dishes off the counter

FINAL MIDWINTER RACE RESULTS

light, Harry Blake, 11; 4) **Advantage 3**, Will & Pat Benedict, 13; 5) **Bella Rosa**, Dave Tambellini, 20. (16 boats)

SANTANA 35 — 1) **Breakout**, Lloyd Ritchie, 7 points; 2) **Spirit of Elvis**, Cunningham/Lanier, 9. (5 boats)

CAL 29 — 1) **Thumbs Up**, Ivan Ogee, 7 points; 2) **Boog-A-Loo**, Julia Yost/Nancy Rogers, 8. (5 boats)

KNARR — 1) **Lord Nelson**, John Jenkins, 6 points; 2) **Shadow**, Steve Wagner, 10; 3) **Nordlys**, Joel Kudler, 13. (9 boats)

FOLKBOAT — 1) **Freya**, Leeann Chernack, 5 points; 2) **Honey**, James Fraser, 7; 3) **Frihed**, Bill Madison, 15. (8 boats)

BEAR — 1) **Chance**, Treser/Wettersten, 5 points; 2) **Little Dipper**, John Bambara, 8. (4 boats) (5 races; 1 throwout)

Oakland YC Brunch Series

BIG SPINNAKER (0-147) — 1) **Rascal**, Wilderness 30, Pat Brown, 3 points; 2) **Jabiru**, J/35, Dunn/West, 9.75; 3) **Vitesse**, SC 27, Grant Hayes, 13. (7 boats)

MEDIUM SPINNAKER (150-170) — 1) **Usual Suspects**, Merit 25, Steve Zevanove, 6.5 points; 2) **CK Porter**, Merit 25, Cindy Surdez, 7.5; 3) **Ditch**

Witch, Merit 25, Linda Purdy, 9.75. (9 boats)

LITTLE SPINNAKER (171-up) — 1) **Snow Goose**, Santana 30, Ted Mattson, 4.25 points; 2) **Flying Cloud**, Ranger 23, Bruce Baker, 6.5; 3) **Lelo Too**, Tartan 30, Emile Carles, 14. (8 boats)

COLUMBIA 5.5 — 1) **Jaguar**, Chris Corlett, 6.25 points; 2) **Maverik**, Mike Keller, 10; 3) **Wings**, Mike Jackson, 12. (8 boats)

NON-SPINNAKER — 1) **Lyric**, Thunderbird, Jim Newport, 3 points; 2) **Sandman**, Beneteau 305, Chris Noe, 11; 3) **Meme**, Newport 30, Norm Guest, 16; 4) **Spridie**, Catalina 22, Mike Faber, 18. (11 boats) (4 races; 1 throwout)

RYC Small Boat Midwinters

EL TORO, SR. — 1) Gordy Nash, 72 points; 2) Fred Paxton, 80; 3) Chris Nash, 97; 4) Bob Hrubes, 105; 5) Nick Nash, 105; 6) Will Paxton, 122; 7) Hank Jotz, 126; 8) John Amen, 132; 9) Dan Seifers, 144; 10) Tom Burden, 163. (37 boats; 15 races)

EL TORO, JR. — 1) JV Gilmour, 32 points; 2) George Granelli, 47; 3) Ben Amen, 54; 4) Travis Kool, 73; 5) Brendan Daly, 77; 6) Matt Spivak, 84; 7) Cory Lutchansky, 103; 8) Daryle Kool, 108; 9) Boris Guttman, 112; 10) D.Kingston, 125. (36 boats; 13 races)

INTERNATIONAL 14 — 1) Disario/Price; 2) Klipfel/

Murison; 3) Dave Berntsen. (10 boats)

INTERNATIONAL CANOE — 1) Erich Chase; 2) Bruce Bradfute; 3) Del Olsen. (7 boats)

505 — 1) Eric Wills; 2) David Byron; 3) Craig Collins; 4) Doug Hagan; 5) Steven Bartz. (15 boats)

LIGHTNING — 1) Mike Molina; 2) Elissa Hall; 3) Scott McBurney. (7 boats)

THISTLE — 1) Mark Stahl; 2) Dan Clark; 3) Dale Hinman; 4) Steven Hale. (10 boats)

WYLIE WABBIT — 1) Andy Hamilton; 2) Steve Bates; 3) Colln Moore; 4) Pete Rowland. (11 boats)

LASER — 1) Tracy Usher; 2) Simon Bell; 3) Bradley Nieuwstad; 4) Evan Lyons; 5) Alex Buddington; 6) John Bonds; 7) Ned Nicolls. (42 boats)

FINN — 1) Michael Moore; 2) Brian Pace; 3) Patrick Weaver; 4) John Callahan. (10 boats)

SNIPER — 1) Casablanca/Fang; 2) Pontious/Pontious; 3) Binder/Paridiso; 4) Janes/Tagliamonte. (12 boats)

EUROPE — 1) Susannah Carr; 2) Krysia Pohl; 3) Lynn Olinger. (8 boats)

BYTE — 1) Michele Logan; 2) Karin Knowles; 3) Dee Hardiman; 4) Melina Hoyer. (9 boats)

SUNFISH — 1) Bob Cronin; 2) Roy Jordan. (4 boats)

PORTSMOUTH RULE — 1) Casey Pelletier, La-

THE RACING

onto the floor, then yell at your spouse for not having the place "stowed for sea."

Acura SORC

Attendance at the 58th Southern Ocean Racing Conference (SORC), sponsored this year by car manufacturer Acura, was down somewhat from last year's record turnout. Held March 3-7 in Miami, the series failed to attract three of last year's glamour classes (1D-48s, Corel 45s, Mumm 36s), but did manage to field a healthy dose of 1D-35s, Farr 40s and Mumm 30s, all of which sailed an abbreviated 7-race series. The other classes — IMS, PHRF, multihulls, Hobie 33s, Melges 24s and MORC (which returned for the first time in several years) — made it a 9-race series.

Two Bay Area skippers were in attendance — Jessica Lord, who sailed her Melges 24 *Twist & Shout* to 16th in class, and Peter Stoneberg, who sailed his chartered 1D-35 *Wild Thing* to a tie for ninth. John Kilroy's Farr 40 *Samba Pa Ti*, an honorary Bay Area boat, took fourth in the competitive Farr 40 arena.

Results of the more interesting classes follow:

FARR 40 — 1) **Solution**, John Thomson, 34.75 points; 2) **Atalanti XI**, George Andreadis, 34.75; 3) **Barking Mad**, Jim Richardson, 36.75. (15 boats)

ID-35 — 1) **Northern Bear**, John Pfeifer, 22.75 points; 2) **Picante**, Larry Madeira, 23.25; 3) **Heartbreaker**, Robert Hughes, 28. (13 boats)

MUMM 30 — 1) **Trouble**, Garland/Shulman, 5.75 points; 2) **USA 65**, Michael Dressell, 20.75; 3) **Go Figure**, David Koski, 25. (9 boats)

ser II; 2) Greg Rodgers, Banshee; 3) Jay McCutchen, FJ. (9 boats)

Santa Cruz YC Midwinters

CREWED — 1) **Bruzer**, Moore 24, Gary Tracey, 20 points; 2) **Summertime**, Moore 24 prototype, Mario Golsch, 28; 3) **Hanaiei Express**, SC 27, Rob Schuyler, 32; 4) **Adios**, Moore 24, Ian Klitza, 41; 5) **Stray Cat**, Olson 30, Pepe Parsons/Rebecca Dymond, 82; 6) **Variety Show**, SC 27, Dan Borrow/Barry Whittall, 88; 7) **Moonchild**, Olson 25, Jim Crowley, 93; 8) **Magna**, SC 27, Jim & John Case, 96; 9) **Flying Squirrel**, SC 33, Jack Gordon, 102; 10) (tie) **Animal House**, Olson 30, Eric Lezin/Akrop, and **Special Ed**, Wildemess 30, Eric Sultan, 117. (30 boats)

DOUBLEHANDED — 1) **Adios**, Moore 24, Ian Klitza, 41 points; 2) **Moonchild**, Olson 25, Jim Crowley, 93; 3) **California Zephyr**, SC 27, Peter Dalton, 121. (9 boats)
(7 races; 0 throwouts)

Sausalito YC Midwinters

SPINNAKER (big) — 1) **Power Play**, J/29, Gordon Smith, 4 points; 2) **Razzberries**, Olson 34, Bruce & Lina Nesbit, 9. (5 boats)

SPINNAKER (small) — 1) **Perezoso**, Excalibur



TIM WILKES

IMS — 1) **Idler**, N/M 50, George David/Jim Brady/Ken Read, 16.75 points; 2) **Rubin XV**, Marten Marine 47, Hans-Otto Schumann, 35.75; 3) **Breeze**, Farr 49, Paolo Gaia, 36.75. (13 boats)

PHRF I — 1) **Starlight**, 1D-48, Jay Ecklund/Ed Baird, 14.5 points; 2) **Fatal Attraction**, Farr 39, Kiger/Saylor, 17.75; 3) **Wairere**, Thompson 30, Chris Bouzaid, 28.5. (7 boats)

PHRF II — 1) **Zoo II**, G&S 30, Dick Steffan, 16.75 points; 2) **Fitikoko**, Tripp 38, John Tihansky, 22.5; 3) **Maggie Kelly**, N/M 36, Chris Steer, 26.75. (6 boats)

ETCHELLS — 1) Mike Law, 16.5 points; 2) Vince Brun, 18.75; 3) Robbie Doyle, 19.5; 4) Altman/Mahon, 26.75. (26 boats)

MELGES 24 — 1) Scott Elliott, 14.5 points; 2) Brian Porter, 21.5; 3) Weatherell/Clarke, 36. (25 boats)

Hoist! Santa Cruz bowman Brent Ruhne in action on the 1D-35 'Wild Thing' at the recent SORC.

Race Notes

Ventura Highway: Encinal YC just announced that their **Coastal Cup**, scheduled for June 26, will go to Ventura YC this year instead of Santa Barbara YC. The first seven editions of the 277-mile downwind race finished at Santa Barbara, whose harbor will be closed for reconstruction this time. Ventura is only about 25 miles further, but the elapsed times won't be that different as this eliminates the gruesome parking lot that always exists approaching Santa Barbara. According to race official Bill Stephens, "Ventura YC couldn't be more accomodating, and the harbor has all the same facilities for haulouts, fuel and accomodations as Santa Barbara." Personally, we think the change of venue will be fun. Call Stephens at (925) 426-6927 if you have any burning questions.

A-Cup gossip: Team New Zealand won its own Road to the **America's Cup** Regatta, narrowly beating the *Prada Challenge* of Italy by 2-1 in the finals. Their margin of victory in the third and last race was just one second, a thrilling but artificially close finish due to a kite blowing out on the final run. . . To the collective relief of all parties, **Fox TV** has agreed to "release *Young America* from features of its sponsorship it finds objectionable to the America's Cup broadcaster ESPN." Basically, the sly Fox had put together an 'ambush marketing' campaign against ESPN, which was ready to pull the plug on their all-important TV coverage of the

FINAL MIDWINTER RACE RESULTS

26, Davis/Nehms/Sargent, 8 points; 2) **Lysistrata**, Excalibur 26, Jeff Hutter, 10; 3) **Umpqua**, Moore 24, Jim Plumley, 17. (9 boats)

NON-SPINNAKER (big) — 1) **Bacarat**, Peterson 34, Dave Reed, 4 points; 2) **Private Reserve**, Dehler 34, John Phillips, 15; 3) **Trinity**, C&C 37, Greg Klein, 16. (9 boats)

NON-SPINNAKER (medium) — 1) **Roeboat**, Catalina 30, Rod Decker, 6 points; 2) **Amanda**, Newport 30 Mk. II, Pat Broderick, 8. (4 boats)

NON-SPINNAKER (small) — 1) **P-Trap**, Cal 20, Gerry Gorski, 4 points; 2) **Fledgling**, Golden Gate, Michael Bonner, 11; 3) **Inshallah**, Santana 22, Shirley Bates, 14. (7 boats)

(4 races; 0 throwouts)

South Bay YRA

SPINNAKER — 1) **Pizote**, Santana 30/30, Kevin Knick, 2.25 points; 2) **Sundancer**, Hunter 34, Bob Carlen, 4.75; 3) **Spectra**, Columbia 45, Hal Wright, 5.75; 4) **Dancer**, Cal 9.2, Mike Dixon, 7. (8 boats)

NON-SPINNAKER — 1) **Chablis IV**, Cal 2-25, Dave Few, 2.25 points; 2) **Jet Lag**, Catalina 34, Roger Roe, 4.75; 3) **Far Better Thing**, Ericson 30+, Charles McArthur, 5.75. (7 boats)

(5 races; 2 throwouts)

TransPac Earlybird Entries

<u>Yacht</u>	<u>Type</u>	<u>Skipper</u>	<u>Yacht Club</u>
TURBOS			
<i>Zephyrus IV</i>	Reichel/Pugh 75	R. McNeill/J. Parrish	St. Francis
<i>Magnitude</i>	Andrews 70+	Doug Baker	Long Beach
<i>Pyewacket</i>	Reichel/Pugh 75	Roy Disney	Los Angeles
SLEDS			
<i>Mongoose</i>	SC 70	Robert Saielli	San Diego
<i>Velos</i>	Tanton 73	Kelj Haastehave	San Diego
<i>Medicine Man</i>	Andrews 56+	Bob Lane	Long Beach
50-FOOTERS			
<i>Stealth Chicken</i>	Perry 56	Bruce Anderson	Voyagers
<i>Gone With The Wind</i>	SC 50	Bill LeRoy/J. Cascino	St. Francis
40-FOOTERS			
<i>Uproarious</i>	Olson 40	Robert Bussard	Silver Gate
<i>Glamal</i>	Sydney 41	Seth Radon	California
<i>Sweet Caroline</i>	Dubois 43	William Rawson	Royal YC, AUS
<i>Vendetta*</i>	Olson 30	Ernie Richau	Alamitos Bay
<i>Love Machine</i>	Peterson 40	Joshua Dean	TSPYC
<i>Kiwi*</i>	Hobie 33	G. Dawson/O. Coolidge	Channel Isl.
<i>Prime Time</i>	Olson 40	J. Borkowski/R. Sherlock	Channel Isl.
<i>Apollo V</i>	Peterson 42	Ned Knight	Point Loma
<i>Bolt</i>	CF 41 M	Craig Reynolds	Balboa
<i>Tower</i>	Lidgard 45	Don Clothier	Waikiki
CRUISERS			
<i>Esprit</i>	Kelly Peterson 46	Robert Pace	Oceanside
<i>Goodnight Moon</i>	Swan 431	Carlton Vanderbeek	Dana Point
<i>Willow Wind</i>	Cal 40	Wendy Siegal	Cortez Racing
<i>Endeavor III</i>	C&C 40	R. Bell/E. Clitheroe	Royal Canadian
<i>Pacificá</i>	S&S 49	Douglas Jones	Southwestern
<i>Hurricane</i>	Sceptre 41	Kim Stebbens	Sloop Tavern

* = doublehanded

do the trick," he said,

Encinal YC member Steve Nurse, who recently returned to the Bay Area after a stint with the Peace Corps in the Ukraine, just took delivery of a used J/105 from Maine. The boat has been named **Soldini**, named after the hammer-tossing Italian solo sailor who recently rescued Isabelle Autissier in the Southern Ocean. Nurse previously owned half of the Express 37 *One Eyed Jack*. . . Jim Madden of Newport Harbor YC just ordered **J/160 hull #21**, which will be the second of these luxurious 53-foot sprit-polars in California. . . Earl Andersen of Long Beach YC has ordered a new J/120 (hull #121). This brings the **SoCal J/120 fleet up to 29 boats!**

War of attrition: Speaking of Soldini, the shell-shocked Around Alone fleet is presently relaxing in Punta Del Este before the April 10 start of the fourth and final leg home to Charleston, South Carolina. **Giovanni Soldini (Fila)** is in the enviable position of not having to push very hard to win the race — he is 12 days ahead of the only remaining competitor in Class I, Frenchman Marc Thiercelin, who broke *Somewhere's* mast near Cape Horn and limped into port under jury rig. The three competitive boats in Class II finished the last leg in the same order as always, with **JP Mouligne (Cray Valley)** comfortably ahead, Mike Garside (*Magel-*

lan Alpha) second, followed closely by Brad Van Liew (*Balance Bar*). The four other boats in Class II are more adventurers than racers, going around the world on a shoestring. With only nine boats left (out of 16 original starters), the ill-fated race has already fulfilled *Cruising World* editor Herb McCormick's 'single digit number of finishers' prophecy in last month's *Racing Sheet*. If anyone is still following this debacle, Quokka Sports continues to offer gruesomely in-depth coverage at www.aroundalone.com.

It's practically TransPac time! With three months still to go, 24 boats have signed up for the 40th edition of this classic dash to Diamond Head. Bill LeRoy's souped-up SC 50 ***Gone With the Wind***, with former J/105 and J/120 owner Jim Cascino along as co-skipper, is the only Bay Area entry so far. Race officials expect 40-45 boats to actually compete, and they are bending over backwards to accommodate the diverse fleet. Towards that goal, they just added another start for the smaller boats — Friday, July 2. Cruisers will still start on June 29, while the big rigs will depart Pt. Fermin on July 3. The multihull fleet, if there is one, will take off on July 6.

The turbo battle for the Barn Door will be the TransPac's main story line (the two R/P 75s vs. three Andrews 70+'s), but we'll also be watching Bob Lane's up-

Cup. That would have cratered almost everyone's chances of corporate sponsorship, which would have cast a huge pall on the party. . . Number two ranked match racer **Gavin Brady** abruptly divorced himself from *America True* last month, citing irreconcilable differences. Brady will focus on his match racing career, as well as his role in Karl Kwok's *Beau Geste* Whitbread 60 campaign.

Saleboats of the month: StFYC member Don Payan, who previously raced the IOD *Undine*, has sprung for the first **1D-35** on the Bay. Payan will take delivery of hull #34, to be named **Rigel** after his biotech company, in mid-April. *Rigel* will be on display at Sail Expo — check it out there, or call dealer John Sweehey at 397-3535 for more info or even a testsail. "Our goal is to get five boats on the Bay ASAP!" said Payan. . . Midget racer Mike Warren, former owner of a Cal 20 and a Ranger 23-T, continues to move slowly up the food chain with his recent purchase of the yellow SC 27 **Sarissa**. He's looking forward to HDA racing and the Coastal Cup along with his brother Tom, who bought Mike's Ranger 23-T *Tutto Benne*, which he promptly renamed **La Pura Vida**.

A cool new boat on the Bay, albeit a stinkpot, is San Francisco YC's new 31-foot Maine-lobsterman style race committee boat. Named **Victory**, like the Bertram 31 that it replaced (after a 27-year tour of duty!), the high visibility yellow craft will be hard to miss. It will make its debut at the Resin Regatta (April 10-11) — don't



Cool license plate of the month. Seen any other good ones lately?

be the first to hit it!

Benicia YC member Bill Moore has sold his veteran Soverel 33 **Mischief** to former J/24 racers Leslie Norris and Jeff McCord of Modesto. Bill is looking for a heavier boat, joking that he was tired of providing entertainment — such as in the windy Ditch Run — for everyone with the tippy Soverel. "Maybe a cheap Etchells would

THE RACING

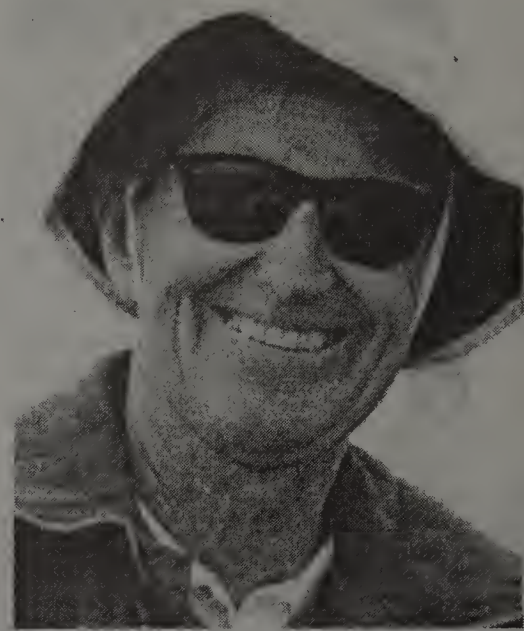
graded Andrews 56 **Medicine Man** with interest. That 1990 boat has been remodeled yet again, this time with water ballast, a taller fractional rig and masthead spinnakers. Apparently, she's been nipping at the heels of the sleds, if not beating them, in recent races. Even the normally reserved Andrews is impressed, labeling *Medicine Man's* performance "spectacular."

Heard it through the grapevine: The first sail of Dale Williams' ILC 46 **Aoba** ended rather abruptly at Anita Rock — the new boat apparently draws more water than her operators are accustomed to. Boatyard owner Ron Anderson was just returning from fishing, and towed the boat off the hard. A subsequent inspection revealed just minor scratches to the keel, and *Aoba* seemed plenty fast in her Big Daddy debut. . . The **Spring Citibank Cup** at Pier 39 has been postponed, and quite possibly cancelled, due to "conflicts with the Olympic Pre-Trials." We'll let you know when/if this 11:Metre hardball series is rescheduled.

Grand prix circuit: The 1999 U.S. **Admiral's Cup** team will consist of *Idler* (N/M 50, Ken Read/Jim Brady), *Blue Yan-*

kee (Sydney 40, Bob Towse/Steve Benjamin) and *Jameson* (Mumm 36, Matt Whittaker/Chris Larson). The regatta takes place in England in early August. . . San Diego sailmaker **George Szabo** won all four regattas on the Snipe Midwinter Circuit, leaving no doubt who's the boss in that class these days. . . Morgan Larson and crew Kevin Hall won the **49er North Americans** at the Sonora Bay Club Med in Guaymas, Mexico. Eighteen boats from five countries sailed in the 4-day, 15-race event, which was run by **Matt Jones**. Rounding out the top five were: 2) Charlie and Jonathan McKee; 3) Adam Lowry/Andy Mack; 4) Chris Lanzinger/Jay Renehan; and 5) Trevor and Tina Baylis. Shortly after the regatta, Jones reported to his desk at Alameda's **Sail California**, where he has begun hawking J/Boats on the weekends.

Soup's on! The winner of this year's Seaweed Soup Bowl, emblematic of the best performance at the Golden Gate YC Midwinters, was **Hank Easom's** pretty 62-year-old 8-Meter **Yucca**. This was the third Soup victory for Hank, who previously won in '86 and '95. Helping pull the strings for the three-peat were his usual



Midwinter heroes — Hank Easom ('Yucca') took the GGYC Seaweed Soup Bowl for the third time.

henchmen — Charlie Mohn, Al Blair, Tony Guzzardo, Mike Figour, Bill Moore, Joe Amagone and Jerry Rumsey.

Meanwhile, **Simon Winer** and the crew of his Moore 24 **Gruntled** were awarded the best performance trophy at

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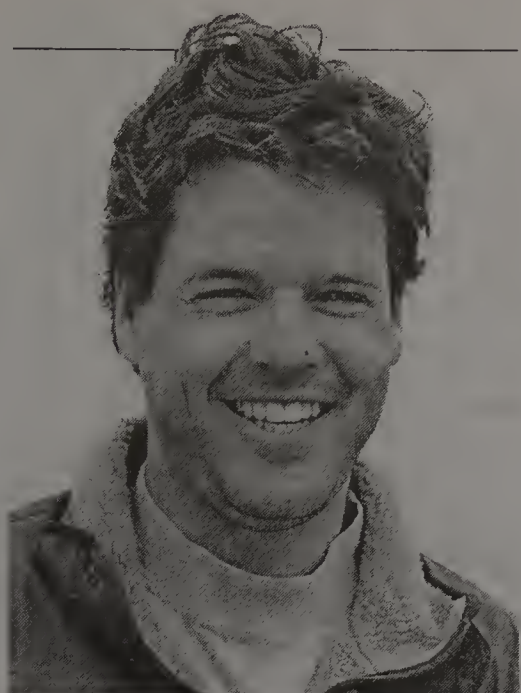
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LATITUDE/ANNIE

Simon 'The Mad Hatter' Winer ('Gruntled') was the standout performer at the CYC Midwinters.



LATITUDE ARCHIVES

John Oldham ('Sea Monster') was the BYC/MYCO champion of champions.

the Corinthian YC Midwinters. Crewing on *Gruntled* (which we're told is the opposite of disgruntled, i.e., happy) in the CYC series were Bart Hackworth, Becky Jones, Jim Struver, Jackie Kalter and Chad Christine.

Winners of the three-race, non-spinaker **Kurt Zane Regatta** were David Smith's *Bear Territory* in the four-boat Catalina 34 class and perennial champ John Jacobs' *Trey Shay* in the nine-boat Catalina 30 class. . . Overall winner of

the BYC/MYCO, as determined at the February 28 **Champion of Champions**, was John Oldham and crew (Larry Swift, Eric Seward, Ray Sanchez-Pescador) of the Melges 24 *Sea Monster*. Coming in second was *Ixxis* (Olson 911-S, Ed Durbin), followed by *Arch Angel* (Antrim 27, Bryce Griffith). *Absolute 88* (Wylie 37, Keith MacBeth) took the Silver Division for second place finishers, while *Cisco* (Olson 29, Gary Redelberger) topped the Bronze group.

Shoot-out at the fantasy factory: The New York YC just announced plans to host **The Great Ocean Race** in May 2002. The event will occur on the traditional TransAtlantic race course (3,000 miles from Sandy Hook Light to the Lizard in England), and consist of monohull superyachts 85 feet and over racing in three divisions (classic, spirit of tradition, and contemporary). Naturally, the race will be registered with the ISF's World Sailing Speed Record Council, as many of these boats will have the horsepower to break the eastbound record. Previously, in 1997, NYYC hosted another Trans-Atlantic race called the Atlantic Challenge Cup. Sixteen superyachts sailed in that

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THE RACING SHEET

one, and race officials optimistically hope to double that turnout two years from now. "Thirty or more superyachts racing in such close proximity should make for a defining moment in the history of yachting," they claim.

Random notes: Judging from the strong turnout for the 469-mile **Sydney-Mooloolaba Race** on March 27, the recent Sydney-Hobart disaster hasn't dampened the Aussies' enthusiasm to go to sea. Sixty-five boats were registered for this latest offshore test — one more than last year. The fleet includes 27 boats who participated in the Sydney-Hobart Race. It also includes a new *Sword of Orion*, a Sydney 40 which the owner bought to replace the R/P43 that was abandoned with the loss of one life. Ocean racers really do have short memories. . . *PlayStation* is the first boat to be built for **The Race**, but others are now under construction. *ENZA* is being stretched and updated for Tony Bullimore (GBR), Pete Goss (GBR) is building a radical 'twin-rigged wave piercer' for a late '99 completion; and French architect Gilles Ollier has three customers (Polish yachtsman Roman Paszke and two others who don't wish to be identified yet)



LATITUDE/CHRIS

Big Daddy catch of the day. Maybe someone should tell the helmsman about it?

for nearly identical 109-foot catamarans due out in spring, 2000. Two more big projects are supposedly "in the works," bringing the known fleet up to eight boats for this no-holds-barred circumnavigation starting December 31, 2000.

You think your boat is fast? American dirt sailors Bob Schumacher and crew Bill

Dill just set the landsailing speed record, hitting **108.8 miles an hour** in 25-35 knot winds — easily topping the previous record of 94.7 mph. . . The Steinlager Line 7 Cup was underway in Auckland as we went to press. **Paul Cayard** and Team NZ's Dean Barker were tied for the lead, with a star-studded fleet of other A-Cup luminaries nipping at their heels. Tune in next month to see who won, or find out sooner at www.steinlagerline7cup.co.nz.



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With a special report this month on **Bay Area Bareboats**, memories of an **All-Woman Charter Through the Greek Isles**, and miscellaneous **Charter Notes**.

Bareboating the Bay: Renting Access by the Day

Some of us learn to sail from our parents as kids, others learn while joy-riding with sailor-buddies, and still others take structured classes through local sailing schools or 'clubs'. In the Bay Area, most, if not all, sailing clubs also serve as bareboat rental agencies for both their members and the general sailing public.

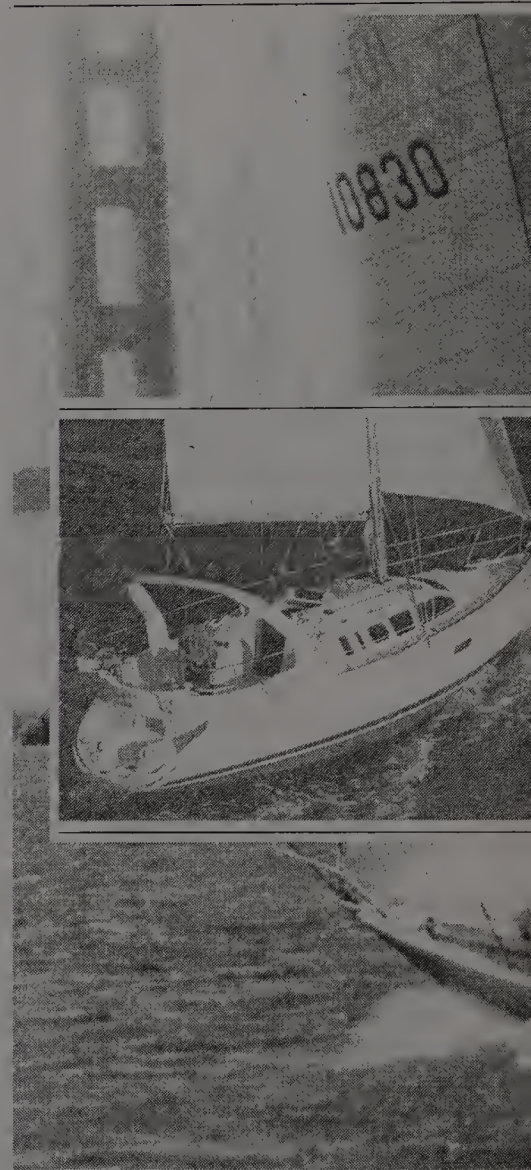
Since San Francisco Bay is commonly regarded as one of the world's best natural sailing grounds, it's no wonder that there are more than a half-dozen clubs operating in the Bay region which offer a wide range of rental boats — from daysailers and 'sportboats' to racer/cruisers built for long-distance voyaging.

True, there's nothing like owning your own boat — you're allowed to strut around wearing a captain's hat with the little gold braid on the bill, and you can boost your ego by telling the folks at the office how you spent the weekend blasting across the Bay on your *yacht* with the lee rail under. But what you don't tell them is that in addition to paying the boat's mortgage, the insurance and the slip fee, you also have to spend a week of your precious vacation time each year doing — or over-seeing — the annual spring haulout, not to mention a full day of weekend maintenance for every two or three days that you actually sail.

Compared to all that hassle and expense, the option of renting boats instead, when time allows, makes sense for a lot of busy sailors. And while rental rates may seem high at first glance, when you do the math on boat ownership, renting is relatively cost-effective — especially if the friends who sail with you chip in to cover the cost. For example, without any major repairs, it will cost you roughly \$6,000 a year to keep a 25 to 27-footer (mortgage, insurance, slip, bottom cleaning and haulout). For the same money, you could daysail a similar-sized bareboat every Saturday from March through November — and never have to do a lick of maintenance.

"Yeah, yeah, yeah," you say. But your ol' friend Eddy has a boat, and he's happy to let you crew anytime he goes out. Ah yes, but how often is that? And how many of your own friends can you bring along? Suppose you want to take your 8-year-old's entire Cub Scout den out for a spin? Or a half-dozen of your favorite in-laws? Better yet, suppose you'd like to take just your lover out for a romantic overnight, anchored behind Angel Island. Is Eddy going to loan you the boat? Not likely.

By contrast, when you go to rent a boat, you have a wide range of choices to meet the needs of the day. When it's you and your teenage kids, you might want to rent a racy J/boat, a Santana 22 or a



Merit 25. But when you want to impress your boss by hosting a sailing birthday party for him, you'll want to rent a nice 40-footer with plenty of room for lounging, both below decks and topsides. For those romantic getaways, there are com-

In the interest of showcasing the wide variety of bareboats available in the Bay Area for 'sail-it-yourself' charters, the following is a list of offerings from the region's principal companies (listed alphabetically). We regret any errors or omissions.

Atlantis Yacht Chtrs Sausalito (415) 332-0800

- 30' & UNDER •
- Ericson 30
- 31' - 35' •
- Mariner 32
- 36' - 40' •
- Catalina 38
- Beneteau 38
- OVER 40' •
- C&C 40
- Nordic 44

Cass' Marina Sausalito (415) 332-6789

- 30' & UNDER •
- Santana 22
- Tempest 24
- J/24
- C&C 25
- Bristol Daysailer
- Bristol 27
- C&C 29
- Lancer 30
- Ericson 30
- 31' - 35' •
- K-32
- Cal 34
- Ericson 35

Club Nautique

Sausalito (800) 559-CLUB
Alameda (800) 343-SAIL
Coyote Pt. (888) 693-SAIL
SA = Sausalito; AL = Alameda
CP = Coyote Point

• 30' & UNDER •

- J/24 (2) SA
- S2 24' AL
- Santana 25 (3) AL,SA
- Santana 525 (3) AL,SA
- Ericson 28 AL
- Hunter 280 AL
- Hunter 29.5 (11) AL,SA
- Hunter 30 (2) AL,SA

• 31' - 35' •

- Hunter 310 (2) AL,CP,SA
- Hunter 33.5 SA
- Hunter 366/340 (7) AL,SA

• 36' - 40' •

- PDQ Cat 36 AL
- Jeanneau 36.2 SA
- Hunter 376 (3@) AL,SA

- Hunter 37.5 (2@) AL,SA
- C&C 40 SA

• OVER 40' •

- Hunter 410 AL
- Pearson 424 AL
- Hunter Passage 450 AL

Modern Sailing Academy

(Sausalito Sailing Club)
(415) 331-8250

• 30' & UNDER •

- Ericson 28
- Newport 28

• 31' - 35' •

- Tartan 30
- Pearson 32
- Ericson 32
- Cal 33
- Freedom 33
- Ericson 35
- C&C 35
- Beneteau 35

• 36' - 40' •

- Catalina 36
- Pearson 365
- Beneteau 39

• OVER 40' •

- Mason 43
- Beneteau 43
- Islander 53

OCSC

Berkeley (800) 223-2984
(members only)

• 30' & UNDER •

- J/24 (14)
- Olson 25 (4)
- J/80 26' Sportboat (2)
- Ericson 30+
- Newport 30

• 31' - 35' •

- Beneteau 310 (3)
- Bristol 31
- Sabre 32
- Catalina 32
- Catalina 34 (2)

OF CHARTERING



SPREAD: COURTESY OCSC; LEFT INSET: COURTESY HUNTER/CLUB NAUTIQUE; RIGHT INSET: COURTESY J/BOATS

Spread: OCSC students head for the Golden Gate. **Insets:** Cruising on a Hunter 336 (left) and blasting through chop on a J/80 (right).

portable cruisers from 30 to 43 feet that come equipped with cozy double berths, showers, refrigeration, and cooking gear.

If you do eventually intend to buy your own boat, the variety of types and brands available in the Bay Area charter market can help you make a well-informed decision. Surveying a boat on a broker's dock is fine for scrutinizing its fine details, but

before you make such an important decision, you'd be wise to sample a broad range of designs by daysailing them. And while brokers are usually happy to arrange a 'test drive' if you're really serious, sampling boats on your own alleviates the pressure. You might take out a Beneteau on Saturday, for instance, and a Hunter of the same size on Sunday — and bring along your most knowledgeable friends to give you input on the pros and cons.

If you dream of buying a cruising boat and taking off over the horizon someday but have only captained daysailers, why not charter a 38 or 42-footer for a long weekend and pretend you're 'out there'. In addition to sail-handling, you can practice anchoring, navigating, reefing and heaving-to. Likewise, if you fantasize about taking a bareboat vacation in some faraway tropical paradise, daysailing similar boats here first will allow you to arrive at your destination with confidence. With that in mind, the Bay's first catamaran bareboat is now available, and more are sure to follow.

All sailing clubs offer greatly reduced pricing to members (roughly 30 to 50% depending on how you do the math), which, naturally, encourages you to join. They all have different deals, though, so it's/worth doing a bit of research if there's more than one option in your area. Some offer packages that include lessons, club membership and a variety of other privileges. Most clubs also host frequent 'social sails' where the cost to each member is minimal — a great way to meet new

Sabre 34
Pearson 34
O'Day 35 (2)
Beneteau 350
• 36' - 40' •
Crealock 37
• OVER 40' •
N/A
.....
Pacific Yachting/Sailing
Santa Cruz (408) 423-SAIL
• 30' & UNDER •
Santa Cruz 27
C&C 27
Capri 27
Catalina 27
C&C 30
Catalina 30
• 31' - 35' •
Morgan 32
Catalina 32
Pearson 32
Moody 33

Catalina 34 (2)
• 36' - 40' •
Sparhawk 36
Elite 37
Jim Brown 37
Santa Cruz 40
• OVER 40' •
Tayana 42
Serendipity 43
Morgan 43
.....
**Spinnaker Sailing
of San Francisco**
(415) 543-7333
• 30' & UNDER' •
Santana 22
Santa Cruz 27
Catalina 27
Columbia 29
Pearson 30
Catalina 30
Hunter 30
Ericson 30

• 31' - 35' •
Catalina 320
C&C 34
• 36' - 40' •
Elite 37
Hunter 37
Ericson 38
Beneteau 39
C&C 40
• OVER 40' •
Beneteau 432
.....
**Spinnaker Sailing
of Redwood City**
(650) 363-1390
• 30' & UNDER' •
Santana 22 (7)
J/24 (4)
Cal 24 (2)
Merit 25 (2)
Catalina 27
Olson 30
Ericson 30
Hunter 30

• 31' - 35' •
N/A
• 36' - 40' •
N/A
• OVER 40' •
Catalina 42
.....
Tradewinds Slg Ctr
Richmond (510) 232-7999
BC = Brickyard Cove
MB = Marina Bay
• 30' & UNDER •
Capri 22 (2) BC
O'Day 22 BC
Hunter 23 (4) BC
Catalina 27 (2) BC, MB
Ericson 27 MB
Newport 28 BC
Hunter 28.5 MB
Newport 30 II MB
Newport 30 III BC
Catalina 30 (2) MB

• 31' - 35' •
Cal 31 BC
Hunter Vision 32 MB
• 36' - 40' •
Hunter Vision 36 BC
Dufour 3800 BC
• OVER 40' •
C&C 40 BC
• FOLSOM LAKE •
Santana 20
Newport 24
Catalina 25
.....

Note: Not listed here are university and community sailing programs which offer the use of sailing dinghies and daysailers in conjunction with their instructional programs.

friends or potential boat partners. (Overseas charters, such as the one described in the following report, are another side benefit.)

We often fill these pages with tales of grand sailing adventures in exotic foreign lands. But the best way to prepare for such adventures is by getting out on the water right here in our own backyard, with you at the wheel — not ol' Eddy — calling the shots.

— latitude/aet

Jacob's Girls:

Flotilla Sailing in the Greek Isles

Last September, four women climbed aboard a chartered 37-foot Sun Odyssey bareboat knowing very little about each other. They had all signed on for the adventure of a lifetime — to sail around the Dodecanese Islands of Greece.

This spirited female foursome had come to the ancient isles as part of a four-bareboat flotilla organized by Spinnaker Sailing of Redwood City. Manager Bob Diamond was the matchmaker, charged with putting together capable crews who could safely navigate each boat on a predetermined route.

Sharon, Colleen and Dianna came from the Bay Area, while Beverly flew in from Colorado. They rendezvoused in Athens, as planned, then took a flight to the island of Kos, where their boat, *Jacob*, was waiting at The Moorings charter base. Because she was the most experienced, Sharon had been pre-designated to serve

ALL PHOTOS COURTESY JACOB'S GIRLS

ary, yet most of the four boats traced similar paths, regrouping periodically. Each boat in the flotilla stopped at a different island every night for dinner, drinks and safe harbor. In this area of the Dodecanese, most islands have more goats than people, with timeless stone walls traversing the steep hillsides. The land is arid, austere and beautiful. Ashore, everyone explored ancient ruins, monasteries and other sites. "These are some of the most rural places in the world," Diamond explains. Traveling by bareboat, "enabled the sailors to explore remote areas that would be otherwise totally inaccessible." After leaving Kos, *Jacob's* girls visited Kalimnos, famous for its sponge divers; Leros; Lipso and the tiny isle of Arki.

In 3-6 hours of sailing per day, they had plenty of time to practice their sail-

Picturesque and timeless, Greek harbor towns are a joy to explore. Insets: (Left) Jacob's girls shed their tops and inhibitions; (Right) taking a turn at the wheel.

ing skills and enjoy the sea, before arriving at the next island or anchorage. But, as Dianna would later say, "Trips like this are not for everyone. On a boat of this size, there are few creature comforts. However, an adventurer has the chance to see millions of stars, go to sleep by the sound of popping shrimp, and has the opportunity to watch porpoises swim with her boat."

As the trip progressed, each woman developed a role on board: Dianna and Beverly alternated steering, while Colleen felt most comfortable working the sheets. "Sharon was a great role model," Colleen said later. "She gave us motivation and made us feel comfortable. She provided encouragement the whole way, and made us feel at ease."

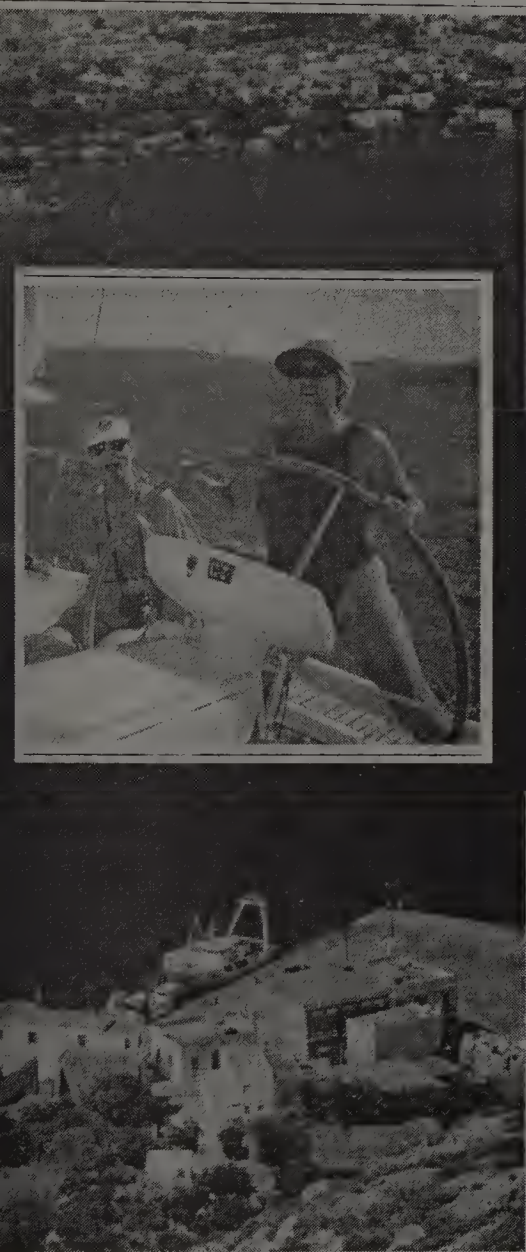


Sure their genoa is flogging, but what the heck? They're having a ball in the Greek Isles — doing things they'd never do back home.

as the skipper. The others had varying degrees of sailing experience, yet none had been on a trip like this before.

Diamond's approach is to give each boat the freedom to follow its own itiner-





"Sailing is like life," says Sharon. "You can't control the wind, only your responses to it. You have to be prepared for everything."

The locals that they met were wonderful, yet skeptical at times of an all-woman crew. They didn't expect — and some found it hard to believe — that a woman was in charge. Even tourists who happened by were amazed that women could sail the Med without men. While all-women crews are commonplace in the Bay Area, in the Aegean apparently most people still don't trust the seafaring skills of women.

Upon entering one tiny harbor the crew realized they would have to bring *Jacob* in stern-to the wharf — a 'Med-tie'. Beverly's job was to steer the boat in backwards in the constricted quarters. She drove *Jacob* in perfectly and received an ovation from the locals who were watching from the pier. "Better than any of the

men's boat's," she said proudly.

With that neat trick, "the crew passed its first test," remarked Sharon. The women gradually earned the respect of others and learned to trust themselves. On charters like these, developing camaraderie within the crew is essential for success. *Jacob's* girls soon learned to cooperate, and to depend on one another for safety and sanity.

Greek people are very friendly, open and generous with Americans. Arki had only 30 inhabitants, but it also had two bustling Tavernas which served fresh, delicious food at all hours. Flags waved, roosters crowed and colors overflowed. By evening, 18 boats had jammed the little harbor. Ashore sailors of all stripes met, ate, drank and swapped stories.

Out on the water, the September sun was hot and no one wore much clothing. "I took way too many clothes. I lived in my bathing suit," Colleen recalls with a smile. At times, in fact, they sailed topless. It was an experience they could enjoy in peace — out of sight from men — that gave them a great feeling of freedom.

Beverly particularly liked to strip down after reaching open water. "One of my goals," she admits, "was to sail naked!" They all laughed together as they enjoyed the clean, fresh breezes on their bare skin.

The trip was not without its problems, including a 'man overboard' situation. Dianna's snorkel fell in the water, and Beverly instinctively jumped in after it, thinking that the boat was stationary.

Unfortunately, the boat kept moving with the current, and was soon out of Beverly's reach. It could have been a dangerous situation. But luckily, another boat happened by, and was able to pick her up.

As the days passed, the four lady sailors developed a strong bond of friendship — almost like family. "There was absolutely no bickering and no competition between us," recalls Sharon. "I was a bit apprehensive before the trip. All of us are totally different people, yet it all worked."

Initially, Dianna was the most apprehensive: "I was really nervous at first. I was worried about pirates and all kinds of stuff." She admits her uneasiness was partly because there were no men on board, but she went home from the experience confident in her abilities.

Besides seeing a beautiful, pristine corner of the world, the crew ultimately learned to trust their own abilities. Would they do it again? "Absolutely!" says Dianna. "I'm going to Tahiti in the fall."

Captain Sharon summed up her experience by saying, "The crew becomes like a family. You learn to live together, grow together and trust your heart. You have to be open to new experiences. It makes you realize how people are all the same, and what a small world we live in."

— bob ecker
napa

Charter Notes

Although we've certainly hyped the **Pacific Sail Expo** elsewhere in the maga-



Even though parts of Greece are overrun with tourists, there are still serene places like Patmos, where history lingers and time passes slowly.

zine, allow us to make a few additional points here — specifically related to chartering.

If you have any intention of chartering a bareboat either locally or in a foreign

WORLD OF CHARTERING



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destination, in the near future, the Expo is the best possible place to get all your questions answered and spend 'quality time' with folks who really know what they're talking about. In this age of automated switchboards, voicemail, and web pages, it's getting harder and harder to simply have a face to face conversation with company representatives who will give you their undivided attention and

Thinking about chartering in the tropics? Pacific Sail Expo is the place to garner tips from experts on virtually every exotic charter destination.

share the full extent of their knowledge. But that's exactly the forum that the boat show provides.

In many cases the actual owners of charter companies staff their own booths, because they know that they, themselves, are their company's most knowledgeable

spokesmen. Especially if you come during the weekday hours, you can often spend all the time you want with these experts, mapping out specific itineraries, discussing navigational issues for a particular venue or debating the pros and cons of catamarans vs. monohulls.

Hey, they don't pay us to say this. It really is a great opportunity to get some old fashioned face-to-face customer service. And once you've made that connection with the owner or a key marketing person, you can take advantage of the relationship you've established later by calling, writing or e-mailing him or her directly.

Representatives or owners of all the local sailing clubs will also be on hand, to discuss their instructional courses and membership policies, as well as their boat management programs. If you've ever thought about putting your own boat in a local charter fleet, this is the place to get in-depth information and have all your questions answered in detail.

So take advantage of this once-a-year opportunity, April 14-18 at Jack London Square — it promises to be a one-stop-shopping extravaganza.

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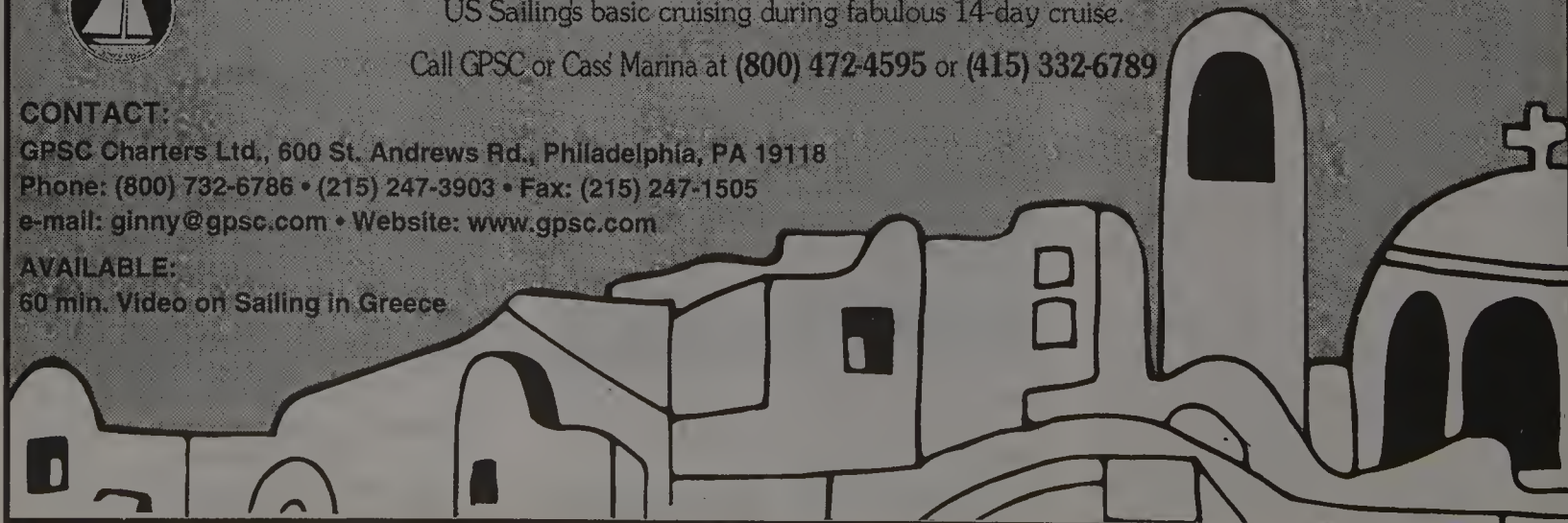
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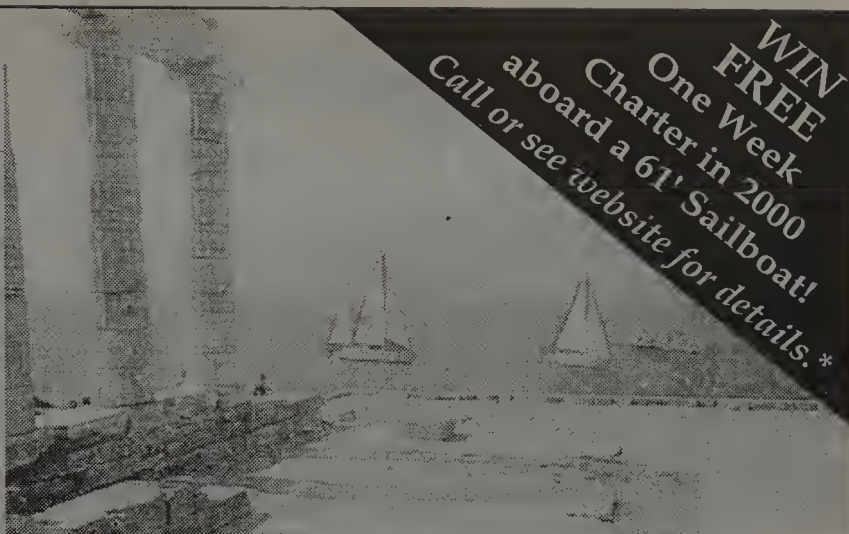
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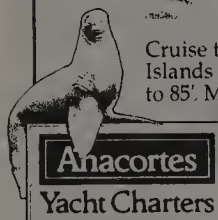
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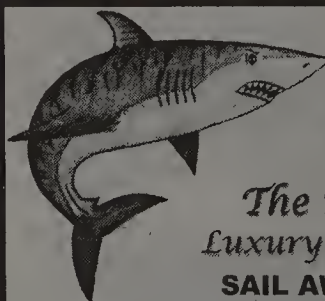
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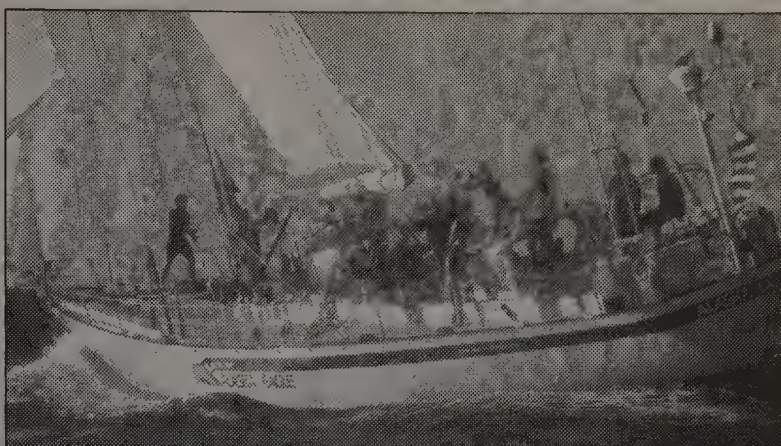
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CHANGES

With reports this month from **Aura** on the fire that destroyed the **Balboa YC** in Panama; from **Miki G** on the frequently bypassed little port of San Blas, Mexico; from **Chesapeake** on buying a big catamaran and sailing the Med and Atlantic; from **Ann Marie** on the trials and tribulations of taking a long Mexican bus ride back to the States; from **Rise & Shine** on a wonderful year of cruising in the Caribbean; from **Dreamer** on Bali and Singapore; from **Golondrina** on getting married in Puerto Vallarta; and **Cruise Notes**.

Aura — Lidgard 46 Dave Wilson & Sandra Synder Balboa YC Burns (Panama City, Panama)

The legendary Balboa YC, located on the Pacific side of the Panama Canal, burned to the ground on the night of March 1. The club had been experiencing a variety of problems not of their own making. It's been rumored that accelerants were used to promote the fire, and the night watchman hasn't been seen since. While the clubhouse is gone and will not be rebuilt soon, once power has been restored the club will again be able to sell fuel, operate the marine railway, and offer moorings to visiting yachts.

In its glory days, the Balboa YC welcomed many celebrities such as John Wayne and Humphrey Bogart, who came down to participate in the fishing tournaments. And even though the club was much worse for the wear and not particularly well-maintained in recent years, the likes of William Hughes, the previous U.S. Ambassador to Panama, used to 'get away' by coming down to the club for lunch.

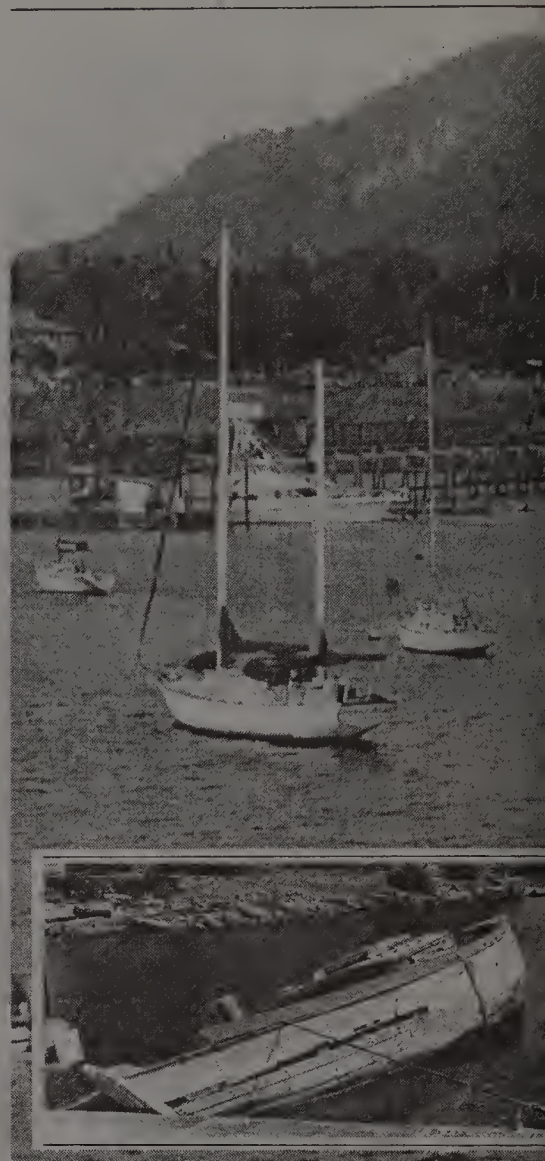
Cruisers know the Balboa YC best as about the only place on the Pacific side to stop before or after making a Canal transit. Because the tides on the Pacific side can vary as much as 20 feet, the club had moorings as opposed to slips. While hanging on a mooring, you could watch the ships of the world pass — 24 hours a day — not 200 yards away. Club rules prohibited cruisers from going ashore in their

own tenders, which meant everyone had to rely on the club's shoreboat service. While the shoreboat service was once notoriously bad, it had greatly improved in recent years.

Owned by its members, the Balboa YC had something of a double life. It legitimately served the local sportsfishermen and accommodated the cruising boats that came through. And for many years, it had a big and popular restaurant. Late at night, however, the club took on an entirely different personality. There was often live music, and the bar became popular with the tens of thousands of G.I.s who used to be stationed in Panama. As such, it also attracted Panamanian women looking for lonely G.I.s who might marry them and eventually take them to the promised land of the United States. These women often dressed for sex-cess, and were therefore often hard to distinguish from the scores of genuine hookers who also worked the club. In that regard, it wasn't like your typical yacht club.

The Balboa YC started a slow decline from the time of the Carter-Torrijos Treaty nearly 20 years ago. In recent years, the decline accelerated. In the last 12 months, for example, all the roads leading to the club had been torn up and the nearby buildings demolished. As a result, the club looked as though it were located in a war zone. Business at the restaurant and

This photo shows the smoldering remains of the one-of-a-kind Balboa YC, which burned to the ground under suspicious circumstances.



bar plummeted, so eventually the restaurant closed down.

Prior to the fire, the clubhouse was all but falling down. For several years, members of the club had the money and the desire to rebuild the facility — all they needed were the permits. But there was always one government agency or another that prevented a new club from being built. While the clubhouse is gone, the bureaucratic nightmare remains.

For those not familiar with the international crossroads of Panama, there are three clubs that cruisers might use while transiting the Canal: the Balboa YC near the entrance to the Canal on the Pacific side, the Panama Canal YC in Cristobal on the Caribbean side, and the Pedro Miguel Boat Club — the cruisers' favorite — located on Miraflores Lake inside the Canal itself.

All three clubs have been essential to the cruising community. The Balboa and Panama Canal YCs, on each end of the Canal, have been convenient for checking into Panama and arranging for Canal transits. The Pedro Miguel YC, on the



WILLIAM MONSON

PHOTOS BY K.C. HEYNIGER AND LATITUDE/RICHARD



Spread; Ancon Hill, the Balboa YC mooring buoys, and the Balboa YC before it burned in early March. Inset at left; Without a long term lease, the Panama Canal YC in Cristobal is letting her docks deteriorate. Inset right; The days are apparently numbered for the classic Pedro Miguel Boat Club.

growing marina and tourism facilities that promote and encourage visiting yachts — to everyone's benefit.

If your boat gets damaged in Panama next year, where will you get it fixed? The Pedro Miguel Boat Club will continue to welcome visitors until the Panama Canal Commission kicks them out. The Panama Canal YC's final hour seems less predictable, but it sure doesn't look good.

By the way, our *Aura* is a 46-foot Lidgard ketch — a round bilge steel boat with a fin keel and skeg hung rudder — that was built in New Zealand in '83. She was sailed to San Francisco Bay in '85, where my wife Sandra and I bought her at the In-The-Water Boat Show in Alameda. We left the Bay in November of '85, and sailed to Panama, the Caribbean, the East Coast of the United States, the northern part of South America, and back to Panama. We eventually took up residence at the Pedro Miguel BC and I became Dock Master.

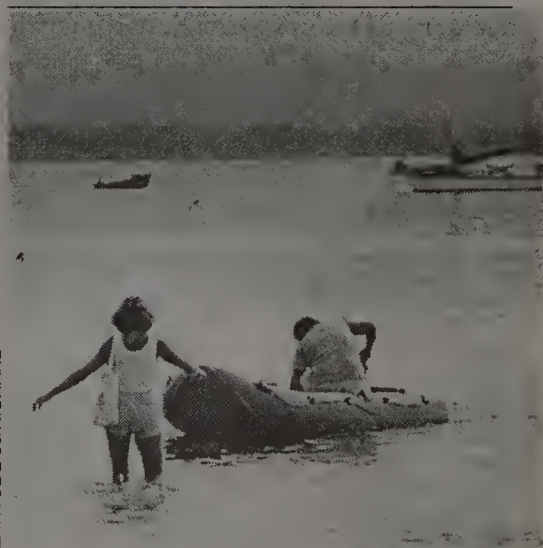
In February of '93, we sold *Aura*. After searching the United States for a replacement boat we'd like better, we returned to Panama in '96 — and bought *Aura* back. Buying a boat back makes everybody happy. The guy who bought it was convinced he paid too much and we thought we'd sold her so cheap. By reversing the deal three years later, we were both happy.

— david 3/1/99

**Miki G — Gemini 105 Cat
Michael Beattie & Layne Goldman
San Blas
(Santa Cruz)**

'When most Mexican cruisers head south on the 190-mile passage from Mazatlan to Puerto Vallarta, they do it by

Doing the 'dinghy dance' at Matanchen Bay, which is a great anchorage, great surf spot, and historic site.



LATITUDE 38/RICHARD

other hand, is a great cruiser retreat, complete with repair shops and other facilities to make repairs prior to beginning long passages across the Caribbean or Pacific. The Pedro Miguel was also a safe place to leave a boat while traveling back to the States to visit the grandkids. It's true that a number of yachts each year would break down or be damaged during a Canal transit. After such incidents, the Canal Commission would call ahead to the almost always packed Pedro Miguel Boat Club to ask if the damaged boat could come in for repairs. "Yes, of course," was always the answer.

Unfortunately, all this is about to change. Despite having put up a good fight, the Pedro Miguel Boat Club will probably have to close by the middle of '99 — and almost surely by the end of the year.

The Panama Canal YC in Cristobal sits on land controlled by Panama Ports a.k.a. Hutchinson Wampoa of Hong Kong. Since

the club has no long-term claim to their site, they have little incentive to make repairs or keep the dock area dredged. Furthermore, Panama Ports is known for suddenly increasing rents and forcing tenants out.

Panamanian officials give lip service to wanting to build a tourist industry, but they seem to be doing everything they can to drive away yachties — who must now motor past the ruins of the Balboa YC, the soon-to-be-defunct Pedro Miguel Boat Club, and the fading Panama Canal YC. It's a pity, too, as Panama has just about everything that a yachtie could want: beautiful pristine cruising grounds on the Pacific coast, the truly incomparable San Blas Islands on the Caribbean coast, access to excellent provisions and repair parts, and transportation to all parts of the world. Furthermore, Panama is free of hurricanes, uses the U.S. dollar as its official currency, and has the friendliest folks in Latin America. Panama would do well to take a lesson from Mexico and Trinidad, and copy their wonderful and

CHANGES

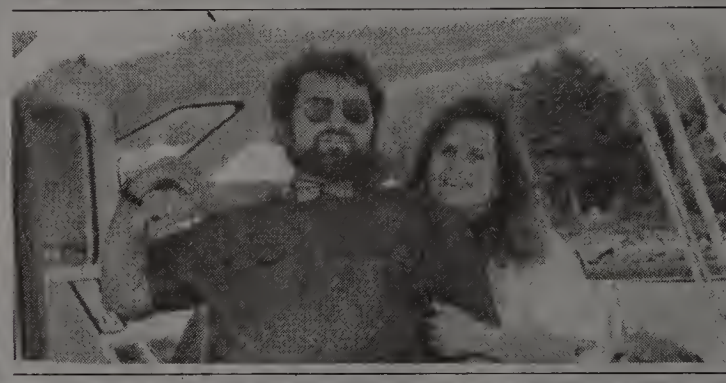
way of Isla Isabella and/or Matanchen Bay. But we'd like to speak in favor of San Blas, which is about two-thirds of the way to Puerto Vallarta. Although San Blas is a fishing village of 10,000, it has an oversized history.

While the anchorage at Matanchen Bay — several miles to the south — is wide open and can therefore be rolly, those who brave the bar at the entrance to the Estero El Pozo will be rewarded with a calm anchorage in 12 feet of water right next to San Blas. The holding is reasonably good in silt and sand, and you're totally protected from whatever winds might be blowing outside. We know, because when we sailed in, it was blowing 26 knots true on the outside and nothing on the inside.

San Blas is an authentic Mexican town, and its cobblestone streets and unaffected lifestyle give it true charm. As one longtime resident says, "It's one of the few places where you can take a nap on one of the park benches and people will think you're doing something worthwhile as opposed to being a derelict." We were fortunate to visit in the days before Christmas, and so every night we were treated to parades and festivities in the *zocalo*. One of the most popular pastimes was for the children and adults to dress up as Aztecs and Spaniards to reenact the triumphs and misfortunes of Mexican history.

While there are no cruiser services available in San Blas, cruisers have true friends in Norm and Jan Goldie, who live

The bells of the Nuestra Señora de Rosario Church, built in 1769, are what inspired Longfellow to wax poetic.



just a few blocks up from the Navy base. The couple, residents of San Blas for 33 years, maintain the only Seven Seas Cruising Association shore station in all of Mexico. They love to help cruisers, and to that end monitor Channel 22. Norm also runs the San Blas Fisherman's and Cruiser's Net on SSB every evening at 1730 Mountain time. This is the same frequency, 4051, as the Southbound Net, but it comes on just before supper — which lots of cruisers find more convenient.

Folks with deep draft boats might understandably be concerned about crossing the somewhat shallow bar into the Estero El Pozo, but Norm reports that close to 160 cruising boats made it over the bar last year without any trouble. However, the channel shifts from time to time, so it's best to ignore the range markers and follow the many channel buoys — which are even lit at night! We were told the bar can get as shallow as five feet during spring tides, but we never saw less than seven feet at mid tide. Furthermore, shrimp boats enter and depart on rising tides all the time. By the way, San Blas locals claim to have the biggest shrimp

Spread; the town square in the relentlessly peaceful town of San Blas. Inset; the 'Miki G' crew before the start of the '98 Baja Ha-Ha.

around.

If anyone has any doubts entering the *estero*, the best thing to do is call Norm, who normally monitors 22. He's got accurate tide tables and is delighted — "We love cruisers like brothers" — to give cruisers the proper directions. Once inside cruisers should anchor north of the shrimp docks, unless Norm's boat is out of the water, in which case you might be able to anchor at his dock. When coming ashore, secure your dinghy at the Navy base.

Norm and Jan know everybody in town — including a very kind doctor who treated Layne's ear ailment at such a low price I'm actually too embarrassed to reveal it. The one thing Norm will insist on, however, is that all boats calling on San Blas — or even anchoring at Matanchen Bay — check in with the Port Captain. Some cruisers grumbled about this, but we found their attitude difficult to understand. After all, checking in to San Blas is as easy and inexpensive as anyplace we know: You check in with the Port Captain, walk six blocks to the bank to pay an absurdly low anchoring fee (9¢ U.S.



LATITUDE/RICHARD



SPREAD, LATITUDE/RICHARD; INSET, TOM LYON

ary brothers north to California, was built. San Blas virtually collapsed after Mexico drove the Spanish out in 1821.

San Blas did have one more brief brush with history. When gold was discovered near Sacramento in 1849, there was no telegraph service to report the news back to the capitol in Washington, D.C. So a messenger boarded a schooner for the trip from San Francisco to La Paz, and another schooner for the trip to San Blas. The messenger was told that he'd never make it to Mexico City let alone Vera Cruz for two good reasons: 1) banditos and 2) the fact that Mexicans were angry at all Americans because we were occupying Mexico City at the time. Well, the messenger not only made it to Vera Cruz, but also New Orleans, from where he was able to telegraph the news that started the California Gold Rush.

There are still some interesting historic sites in San Blas. For example, the remains of the fort that was built in 1770 and the countinghouse are worth visiting. So is the Nuestra Señora de Rosario church, built in 1769, whose bells inspired Longfellow to pick up his quill. Even the *estero* anchorage is significant, as at different times it was home to Manila galleons, treasure ships and even pirates.

In recent years San Blas has also become a popular destination for eco-tourists. Norm reports there are 325 species of birds within a mile of the main square. And for \$15, four people — or in our case, two people and two big hairy dogs — got a three-hour *panga* ride through the mangroves to search for crocs, turtles, and birds. It's well worth it. In addition, there are some great waterfall hikes a short distance inland. As for Matanchen Bay, just three miles away, it's famous throughout the surfing world for offering some of the longest — and easiest — rides in the world.

We spent a week in the *estero* anchorage and came to love San Blas. Each night we'd tune in to the Southbound Net and listen to cruisers halfway up the Sea of Cortez report 45-knot Northers and temperatures in the 50s. Our anchorage was placid and warm. What's more, the video rentals — English with Spanish subtitles — were just \$1 and the tacos were only 25 cents each. We also found San Blas to be a welcome change from gathered groups of cruisers, where somebody inevitably establishes a net and starts the endless rounds of swap meets and price comparisons. As necessary and fun as

such gatherings and nets can be, sometimes they seem to obscure the essential Mexico we've travelled so far to find.

Is there anything wrong with San Blas and/or Matanchen Bay? Well, some people consider them to be the no-see-um capital of the universe.

A note to pet owners: Emma and Debs, our labrador and husky mixes, are doing fine. They've adapted to the strange sights and smells of Mexico, and we've found that both dry and canned pet food of all kinds is widely available. In fact, as *Latitude* kept telling us, everything is widely available in Mexico; the only thing is that the more *gringo* it is, the more expensive it is. We usually walk the dogs unleashed, as leashed dogs are generally mean down here. Off their leashes, our dogs draw admiration for their girth — "*Muy gordos!*"

A note about Mexico: Although we're experienced travellers in Latin America, this is our first time cruising. In any event, we've found modern Mexico to be very efficient. Pay phones have provided reliable connections to the States and Canada. The Mexican navigation lights have all been exactly as charted and working perfectly. Nonetheless, we still travel with great caution and avoid entering harbors or anchorages at night. While boat spares are hard to find, cruisers help one another — and the Mexicans love to jury rig a repair.

As for Mexican officials, they've not only been efficient, but polite and charming. We always use as much Spanish as we can, which is more than most cruisers, and that probably helps. *Mordida?* We've yet to hear about a single case. *Gringo* attitudes, however, seem to abound. While in La Paz, for example, a **Norm and Jan Goldie of San Blas. They run the only Seven Seas Cruising Station in Mexico — and would like to meet you.**



COURTESY NORM GOLDIE

per gross ton or 60¢ for our entire week-long stay), then bring the bank receipt to the Port Captain. That's it. And at the same time you check in, the Port Captain will check you out for any day of departure you wish.

San Blas is famous for its bells which were immortalized in Henry Wadsworth Longfellow's *The Bells of San Blas*. The Wanderer can probably recite the first verse by heart:

*What say the Bells of San Blas
To the ships that southward pass
From the harbor of Mazatlan
To them it is nothing more
Than the sound of the surf on the shore
Nothing more to master or man . . .*

San Blas has a remarkable history. It was first visited by the gold-hungry Spanish in 1530. By the end of the 1700s, San Blas had become the home of Spain's Eastern Pacific naval command. It was also an important port, receiving the silks, porcelains and other precious cargo the Manila galleons had brought over from the Far East, as well as gold and silver from mines to the north. No wonder it once had a population of 30,000. And it was on the beach at nearby Matanchen Bay that *La Concepción*, the boat that would bring Father Junipero Serra and his mission-

CHANGES

cruiser reported he'd been given a ticket for not showing an anchor light — which is a violation in any country. The next morning the cruiser running the net made some snide remark that it was close to Christmas and therefore the officials were expecting "gifts." We later spoke to the guy who had been given the ticket, and he told us that he didn't have to pay a fine at all, but simply promise the Port Captain he wouldn't do it again. But nobody heard that part of the story on the net. An open mind is a terrible thing to waste.

— michael & Layne 2/5/99

Chesapeake — Catana 44 Cat Marvin & Ruth Stark Martinique, F.W.I. (Folsom, CA)

Bonjour from Martinique! We sailed our F-31 trimaran Noor in the 1997 Baja Ha-Ha to Mexico. While in La Paz a short time later, we made an offer on a Cantana 44 catamaran located in France. When the offer was immediately accepted, we trailered Noor back to Folsom in March '98 and turned her over to her new owner — just in time to catch a plane to France to pick up our new boat.

Chesapeake is a Lock Crowther design that had been built by Catana in '93 and chartered out of St. Tropez ever since. We really didn't need the four heads that come with a charter version, but the generator is nice.

The way we understand it, the French tax and business rules allow a French owner to charter a boat for five years without having to pay the 17.5% VAT (value added tax). If the boat is then sold to someone from the European Community,

There are so many beautiful spots to see in the Med. This is a 150-foot sailing yacht moored on the south side of the island of Capri.



LATITUDE/RICHARD

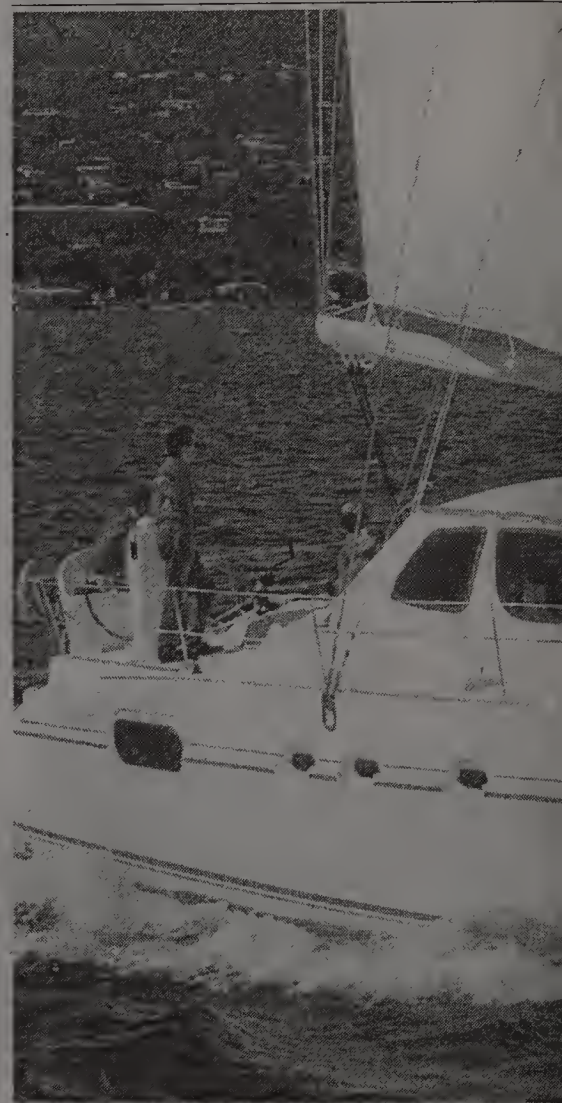
the VAT is due. If, however, the boat is sold to an American who registers it in the United States, the VAT is not due. As a result, boats coming out of such charter programs are more favorably priced for Americans than Europeans.

We spent the month of June in a marina near the Catana factory getting cruising gear installed, including things like an autopilot, radar, and SSB radio. Since then, *Chesapeake* has been our home. It was a giant step for us, as we're retired, have limited sailing experience, and had never owned a boat that wasn't easily trailerable or had inboard engines. But we've now covered over 7,000 ocean miles.

Our learning curve was steep in the Med — where all sailors agree that there's usually either no wind or too much wind. Our first sail was out of Perpignan, France — which is close to the border with Spain and at the foot of the Pyrenees Mountains. When the northwesterly *tramontana* winds blow, they howl down into the Gulf of Lyon and Perpignan. After a month in the town — during which time we experienced several *tramontanas* with 40-knot winds and gusts to 50 — we made a nighttime maiden voyage to escape the howling winds. Carrying a double-reefed main and a partially furled genoa, we shot past the French coast to Bandol and into calmer waters. What a blast!

Our learning curve involved more than just learning how to sail the boat. Getting accustomed to backing such a wide boat under power was also a challenge. It almost seemed like we were always having to back our 23-foot wide boat into a 20-foot wide space — with people hollering at us in a variety of languages. Over the course of the summer, we also had to learn to anchor for unexpected weather. We were anchored at Paxos, Greece, one evening when a low passed directly over us, resulting in the strong winds shifting 180°. To the accompaniment of lightning, thunder and rain, we dragged two 65-lb anchors right out the bay!

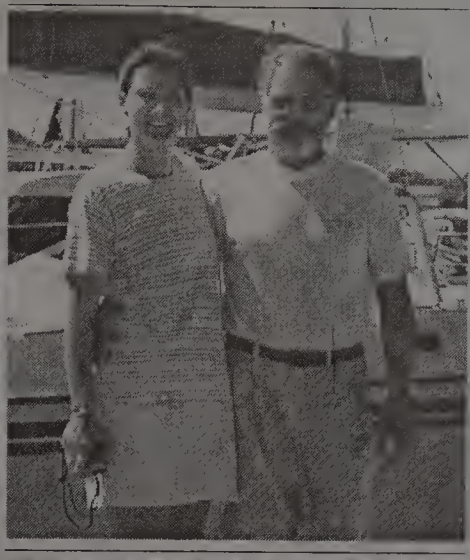
There were other lessons, too. We were almost run over by a supertanker in the middle of the Med one night while crossing from Tunisia to the Balearic Islands. The ship didn't acknowledge our VHF calls or our million-candlepower spotlight, and just kept coming right at us at about 20 knots. So we cranked up both engines and made a 90° turn. Much to our surprise, charts weren't readily available for all of the Med. We had to cruise part of Italy, for instance, using a road map! When we weren't sure where we were, we'd come



close to shore, pull out the binoculars, and read the name of the village on the railroad station signs.

We escaped several trying times with just a few scrapes here and there — and had many wonderful adventures. While in the Med, we visited parts of France, Corsica, Sardinia, Italy, Malta, Sicily, Tunisia, Spain and Gibraltar. In the process, we visited some wonderful places and saw some great sights. We were anchored in Taormina Bay, Sicily, for instance, when Mt. Etna made the night sky glow red. We had great fun motor-biking around some of the Greek islands, and rented a car in Spain for 10 days to visit Seville, Cordoba, and Grenada. We particularly enjoyed Seville. One place we wished we'd spent more time was Sicily, as the people were friendly, the architecture superb, and the prices very low at the incredible open air markets.

While in the Med, the best weather reports came from . . . another Bay Area boat! Jim and Sue Corenman of the Alameda-based Schumacher 50 *Heart of Gold* helped conduct a morning net and provided terrific weather reports. As both our boats were continually moving west, we were perpetually 500 miles behind and



SPREAD COURTESY CATANA YACHTS; INSET COURTESY 'CHESAPEAKE'

Spread; A slightly smaller Catana sistership to 'Chesapeake' screams across the front of a brochure. Inset; Marvin and Ruth in St. Lucia.

never got a chance to thank them in person. We'll do it here in *Latitude*: Thank you, Jim and Sue!

We had two friends join us in Spain for what turned out to be a very enjoyable 3,000-mile trip across the Atlantic to Barbados via the Canary Islands. We wanted to tie up in the port of Gibraltar to take on final provisions, but were denied access because of an "industrial action." We explained that we were out of water and fuel, and were about to cross the Atlantic. Their response remained, "No landing allowed." Since they wouldn't let us tie up, we anchored off the airport. After nightfall, we made several dinghy trips to take on 50 gallons of fuel and 30 gallons of water to top off our tanks. Because the port was closed, we had to buy the fuel from a service station around the corner from the Customs Office. The officials watched us, but didn't say anything.

We screwed up our tide calculations when trying to make it out of the Strait of Gibraltar to the Atlantic. We left at 0800 with a 20-knot westerly on our nose, so we spent most of the morning and after-

noon tacking back and forth across the Strait at 10 knots, dodging large ships all the while. At 1600 that same afternoon, we discovered that we were in exactly the same position we'd been in early that morning! Figuring that the tide had to change direction soon, we kept on going. It soon changed, and by the time darkness fell we were moving south quickly in the Atlantic off the coast of Africa.

Because of light winds, it took us five days to reach Grand Canary Island, an average of only six knots. We left Las Palmas in late November one day after the start of the 170-boat Atlantic Rally for Cruisers (ARC). The fanfare before the start — complete with marching band, fireboat pumps, and other pageantry — was great. Equally entertaining was watching the various crews provision the boats — obviously getting a little more nervous as departure day neared. One ARC boat had 24 crew — all in matching uniforms. After the fleet left, there wasn't a cold beer left in Las Palmas!

Although we left a day later, we soon caught up with the middle of the ARC pack — and eventually helped relay messages during what turned out to be a slow 20-day passage. We did catch a lot of fish, however, and had some wonderful meals. The autopilot drove the entire way, allowing us to read, fish, and laze around. With the trade winds blowing from directly behind, we never once raised the mainsail, but rather ran under genoa or spinnaker. The only problem we experienced was when the spinnaker halyard chafed through one night when it was blowing 25 knots. Running over the chute meant we had to pay \$240 to get it sewn back up in Barbados.

After Barbados, we sailed southwest to Grenada and cruised up the Windward Islands to Martinique — where the boat is now on the hard. We're waiting for parts from Sweden, as one of our Volvo folding props fell off. Missing one of two props is not a problem when sailing or even motoring in open waters, but it's extremely difficult to maneuver a big cat in tight quarters with just one engine. By the way, if any of you have a Volvo prop, check it out. The charter companies tell us a number of other boats have lost them, too.

Carnival in Martinique was a blast, with day after day of parades and lots of rum and music. People don't need instruments here, they just beat on anything they can find. We plan to cruise up these islands to the Leewards, the Virgins, and the Bahamas, then continue up the East Coast of the United States for the sum-



LATITUDE/RICHARD



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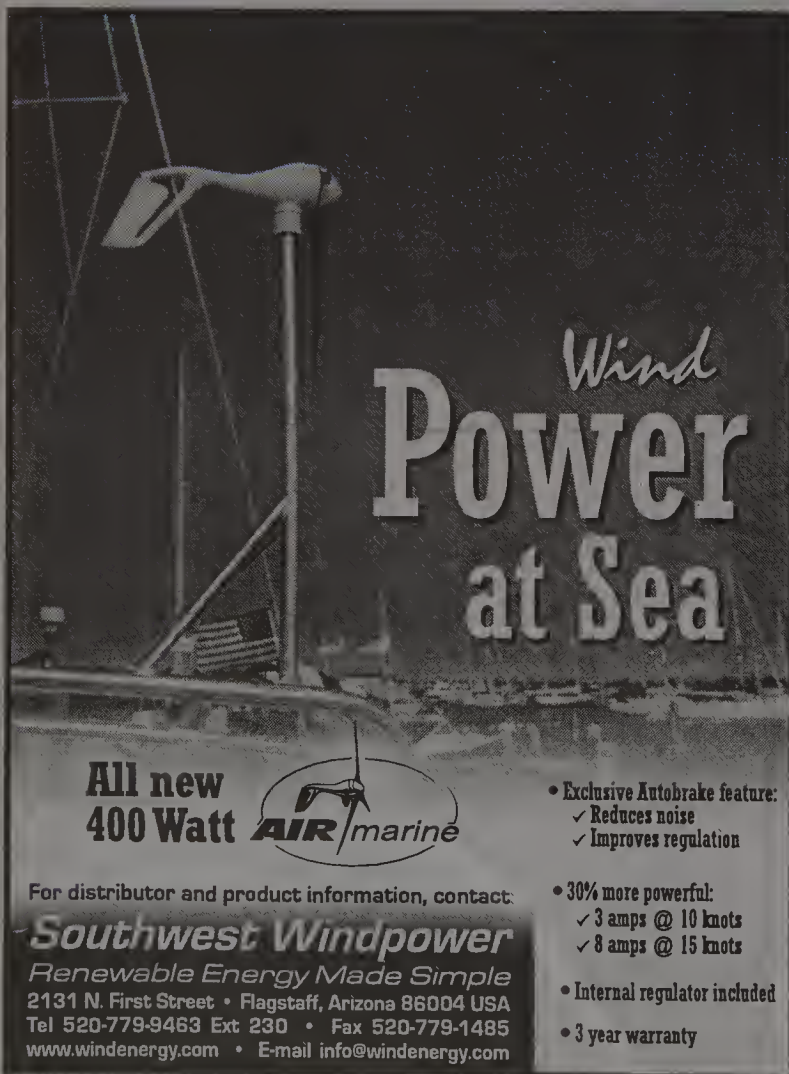
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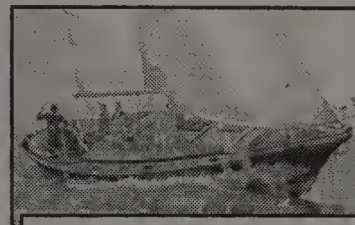
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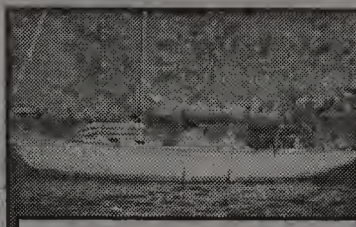
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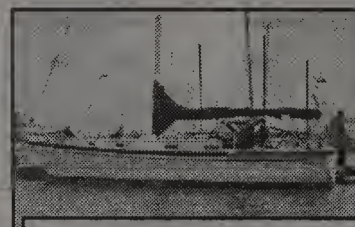
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mer. In the fall of '99, we hope to visit Cuba, Belize, and Honduras — before coming through the Panama Canal and up the Pacific Coast.

It's true that we've been moving fast, but my wife promised to sail only until January 2000 — and I want to make the most of it. We met several Americans who were wintering over in the Med. We gave it some thought, but the warm Caribbean beckoned. If we were to winter over in the Med, however, it would be in Tunisia, where the weather is warm and the prices are low. A berth in the marina at Bizerte, and Sidi Bousaid, Tunisia, runs \$10 U.S. a day — including water and electricity for a 44-foot catamaran. There were places in France and Italy that quoted us 10 times that amount!

P.S. We've been reading *Latitude* since the beginning.

— marvin & ruth 3/15/99

**Ann Marie — Morgan 33
Jim & Susie Barden
The Bus Back To The States
(San Diego)**

Latitude readers might enjoy another facet of a cruise to Mexico — taking a bus back home to the States. While it's much cheaper than flying, there are lessons to be learned — as our story demonstrates.

We thought we made the right choice by buying a ticket for the first available bus from Guaymas to Tijuana. After all, most of the buses looked the same, were priced the same, and left about every hour. The exception, of course, was the bus we chose, which is operated by the privately-owned Turista company. Although scheduled to be the next bus out of Guaymas for Tijuana, it was three hours late in departing. When I finally asked the driver the reason for the delay, he explained they were waiting for paying passengers to fill the last two empty seats! So while bus after other bus departed for Tijuana, we sat and waited.

The unexpected additional time gave us the opportunity to check out the operation. The first thing we noticed was that the driver was trying to fix something beneath the dashboard — with his chewing gum! He then used a stick to prop the gas pedal so the engine would idle higher. Realizing we would be spending the next 14 hours on this bus, we started to look around a little more. It was hard to miss the crack in the windshield, as it ran all the way across the front of the bus at eye level. The overhead lights flickered, and although it was freezing cold that night, no heat came through the air vents. A ra-

dio/cassette player dangled precariously by a string to the left of the driver's head — effectively blocking his view of the side view mirror. Where there had once been various gauges and instruments, there were now only empty holes. There was a dirty five-gallon bucket in the aisle, which we mistakenly assumed was for trash — which is why we tossed our peanut shells in it. Later the peanut shells were all over the aisle.

The thing is, we weren't Mexican bus virgins. We'd taken the bus from Tijuana to Guaymas — during which time we thought we'd learned our lesson about where to sit on a Mexican bus. On the trip south, we'd chosen the only three seats in a row — the bench in the back of the bus. We thought we were being smart, as it would allow at least one of us to lie down and sleep during the long trip. We soon found out that the vibration, noise and heat of the nearby engine, as well as rank chemical odor from the bathroom next to us, were enough to cause even the hardiest traveler to review his last meal.

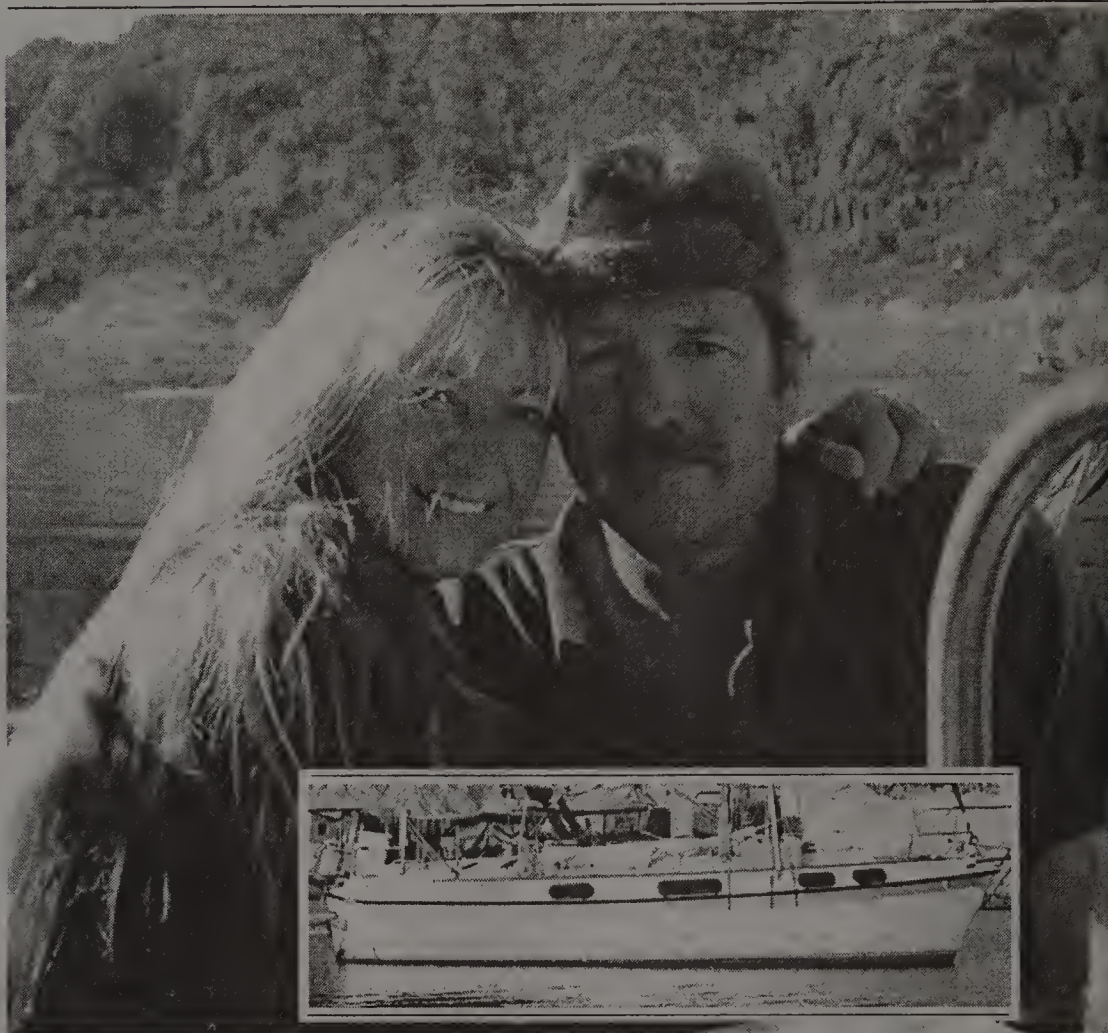
We also learned that the back row of a Mexican bus is like being on the last row of seats on a roller coaster. Every time the bus hit a pothole and catapulted us up, we had to press our hands against the overhead to keep from banging our heads.

Jim and Susie Barden, happy to be aboard their Morgan 33 again. Right: Trips on tired old Mexican buses are often long, hard and dusty.

At least it gave us something to do, and we eventually got used to it.

The veterans of a back seat experience, for the trip north to Tijuana we asked for seats in the front of the bus. If nothing else, we foolishly assumed we'd at least be able to stretch our legs. Eventually the two passengers necessary to fill the bus arrived — but along with them came a third. The last one was an older Mexican cowboy who looked like one of the 'bad guys' in the old *Cisco Kid* television series. With one more passenger than seats, the driver flipped over what we had assumed was the trash bucket, and the cowboy sat down. There went the aisle for stretching our feet! It still would have been all right except for the fact that the cowboy had been drinking and exuded a strong odor of sweat and urine. But we were so happy to finally be leaving that it didn't bother us that much.

Ten minutes into the start of the 14-hour trip, the bus driver pulled off the side of the road. Grabbing a small baseball bat, he walked off the bus. What was going on? After 15 minutes of mystery, we leaned over to Señor Eastwood sitting on the bucket next to us, and in our best Spanish asked, "*Que pasa con el hombre?*" He smiled, said something we didn't un-





LEFT PHOTOS COURTESY ANN MARIE; RIGHT: KAY RUDIGER

vendors. But what we couldn't handle was our inability to find a comfortable position in which to sleep, to block out the noise, smell and fear — which strangely was mixed with a bit of boredom.

We took what comfort we could by counting down the hours. "At least we'll be in Tijuana in just __ hours," we'd tell ourselves. What a lie! It was going to be the longest trip ever. The one virtue we always thought we had was patience. Patience for not screaming as our driver passed what he considered to be slower traffic — and thereby nearly causing head-on collisions. We truly believe the only reason we're alive today is because of the power and protection provided by the wooden cross of Jesus which hung from a beaded necklace near the driver — and which banged into the windshield each time he got back into our lane a nanosecond before a head-on collision would have killed us all.

All of this scared us enough to keep us awake, for we didn't want to awake as a friend of ours had: On a gurney with a helicopter hovering overhead and two men yelling, "This one's alive!" We had plenty of time and reason to ruminate over such gloomy thoughts during the long trip.

Oddly enough, several times during the journey we caught ourselves secretly wishing our driver would go faster. This was before we reached Mexicali, however. When we climbed the windy, mountainous road between Mexicali and Tijuana, we actually found ourselves praying that the driver would slow down. This narrow mountainous highway made us realize that if the 20-year-old driver were to make a single poor judgement during one of his high speed turns, we'd end up as small items in the back pages of the *San Diego Examiner*. "An American couple were believed to have died in a bus crash, however Mexican authorities are not releasing their names."

I don't know if we dozed off from shock or exhaustion, but we managed to sleep for a few hours after that. When we woke up, we realized there was a new driver. Where did he come from? We really didn't care — as long as he got us to Tijuana safely. This older driver was more alert, and sang to himself without the aid of a loud cassette. For a moment we thought we may have died and that this was the bus trip home to our Maker. But after looking around at our fellow passengers, all of whom were unrecognizable, we surmised we may have been on the wrong bus, the one going to 'the other place'. We

were thankful to see, a few minutes later, a sign that said we were only 20 kilometers from Tijuana. It was as close to hell as we ever want to be.

Once we arrived at Tijuana and the luggage was pulled out from beneath the bus, we discovered what had happened to the first bus driver. Right next to the luggage compartment was another compartment — which opened to reveal his sleeping quarters!

After two cab rides, a long walk, a trolley ride, and one more cab, we were home overlooking San Diego Bay. It had been a long trip. Every adventure is a lesson — or should be — and this time we realized how traveling by bus to and from a boat in Mexico can become a significant part of the cruising adventure. And deserves some attention to planning.

—jim and susie 1/4/99

Rise and Shine — Ingrid 38 Ketch Peter & Kate Nicolle '98 In Review (Ventura)

Here is *Rise and Shine's* year-end report. As usual it's late.

January of what turned out to be a busy year found us in Trinidad enjoying the social whirlwind that is the buildup to Carnival. This is a really big deal, as Trinidad is supposed to have the second largest Carnival celebration in the world after Rio's. We stayed with our friends at the Trinidad Yacht Association, which is truly a home away from home. We visited the *mas camps* where the carnival costumes are made, the pan yards where the steel bands practice, and went to listen to calypso, kalso, zulu, and 'engine room' music. We had no choice but to listen to soca, chutney, and rap music, too. We

The view from the Trinidad YC is, appropriately enough, toward the sea. The country has a long and proud sailing history.



LATITUDE/RICHARD

derstand, then got off the bus. When the tough-looking cowboy returned, he seemed to be saying that the driver needed the little baseball bat to repair "el motor." We're not sure what part of a big diesel you fix with a little baseball bat — but apparently it worked, because we were soon on our way again.

We soon learned that sitting in the front of the bus is not a good idea. The biggest problem is that from that vantage point you can actually see what's going on. It's better if you don't. On our trip south in the back of the bus, we'd been spared the horror of seeing other vehicles come out of the night to within a knife blade's distance of scraping against the side of the bus. And the break of dawn revealed new horrors through the cracked windshield: numerous dead animals on and alongside the road.

We could handle the 12 sets of crying children, and the fact that someone's extra luggage permanently blocked access to the only toilet on the bus. We did all right with the loud American action movies playing on the television screen two feet above our heads, and the Mexican music blaring from the driver's area all night long — which was accompanied by the driver drumming on the steering wheel. We even handled the four-hour 'relief stops' the driver made and/or allowed us to take wherever his friends were the

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enjoyed the Carnival king and queen contests, and went to the horse races. At the same time we visited the weekly fruit, veggie and meat markets, and Kate did some volunteer work at the local orphanage.

Things really got busy in February with the arrival of Carnival. We went to Children's Carnival, Old Time Carnival, J'ouvet (Mud Carnival), Carnival Regatta, and, oh yes, real Carnival. J'ouvet found us dressed as African tribesmen prowling the streets of Port-of-Spain from 0200 until dawn. For Carnival Regatta, Kate and a couple of friends made us red ibis costumes, the ibis being the national bird of Trinidad. And we won! The prize was a bottle of rum for each crewman. I drank mine, and I'm told I had a great time. I even hear that I danced on stage with Denise Plumber, the hottest female singer in the Caribbean! All I remember is waking up in someone else's dinghy.

In March we sailed to Tobago and Bequia. You can have Tobago, but Bequia is still our favorite island.

In April we watched the Bequia Regatta, one of the three big regattas for local fishing and cargo-carrying sailboats. Big money is wagered, and as a result some boats are being built more to race than to fish. There is a lot of controversy about this, of course, and the participants are split into two camps: 1) the Traditionalists, who still have to work their boats, and 2) the Modernists, who can afford to build boats for racing only. Naturally, I found myself firmly in the traditionalist camp.

One night — after spending the day with a group of old timers who were prep-

Unlike most of the islands in the Eastern Caribbean — which are flat and dry — Dominica has tall peaks and gets lots of rainfall.



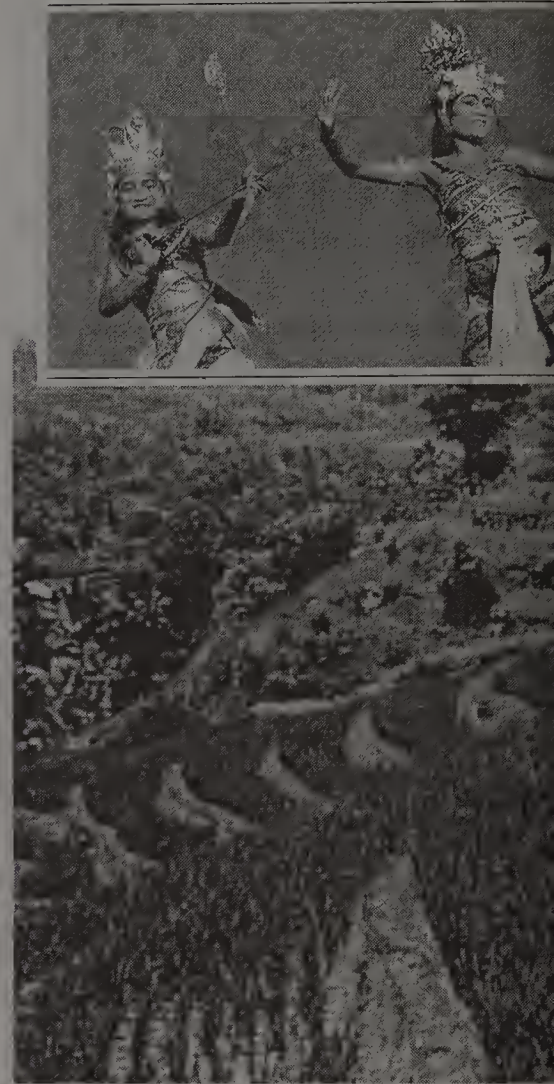
LATTITUDE/RICHARD

ping their boats for racing by removing nets and bending on bigger sails — I found myself in a local bar talking with another yachtie about the upcoming contest. I told him that a lot of the locals were upset about a new boat called *Invincible*, which had been designed by an American and appeared to be clearly faster than the real work boats. I told him that the traditionalists didn't think their work boats had a chance against this new "yacht." The yachtie glumly told me that *Invincible* had been legislated out of the main race. I said that I was glad to hear that because racing up-to-date race boats against heavy old work boats made about as much sense as claiming that *Thursday's Child* — equipped with every conceivable go-fast, including personalized weather forecasting — had beat *Flying Cloud's* record from New York to San Francisco. "We're talking apples and oranges," I insisted.

The other yachtie looked at me and said, "I'm Paul Linden. I designed *Thursday's Child* — and I also designed *Invincible*." Needless to say, a long conversation ensued about progress versus heritage. Linden thinks he's still improving the breed, but I think he's "selling guns to the Indians." Neither of us changed the other's mind, of course, but we shook hands when we left and subsequently talked at other traditional events.

Late April found us in Antigua for the Classic Regatta. Not to be confused with Antigua Sailing Week which starts a week later, the Classic is for pre-World War II yachts and work boats. There were too many beautiful boats to describe! We found berths on *Irene*, a British cargo ketch built in 1907. She wasn't fast, but she was fun to sail. *Irene* is 14 times the size of *Rise and Shine*, but has no labor-saving devices, so even with a crew of eleven she was a real handful. But what a platform for watching the rest of the fleet! Since she was slow, all the other boats passed us, which gave us a chance to see all the other boats up close and in action — including *Endeavour* and *Velsheda*, the 1930's America's Cup challengers. During the evening, Kate was a volunteer bartender at the Mount Gay Rum parties, earning us both free hats, t-shirts, drinks, and meals.

May and June saw us drifting south, spending time at Martinique, the Saints, and Dominica, and the beautiful Tobago Cays — which are not to be confused with



the island of Tobago.

Late July and early August found us at Carriacou, the most primitive of islands. Here I enlisted the aid of some of the best boatbuilders in the Caribbean to help me replace R&S's mizzen mast. But before anyone would even talk to us, we had to be 'accepted'. That took a while, but eventually I was being taken out on local cargo sloops and being taught to "whistle up a wind," to sprinkle a little rum on the boat's tiller "so de vessel fin' she way home," to make proper offerings to mermaids, and the correct way to drink the powerful locally-made Jack Iron Rum. Meanwhile, Kate was taught how to cleanse me of any *haints* — evil spirits — I might have picked up while hanging around those superstitious sailors.

We stayed on the island for Carriacou Regatta, the biggest of all the Caribbean work boat regattas, where we cheered our favorites and booed Paul Linden's latest hot-rod. Having lashed our new mast on deck, we then set sail for Trinidad. After a brief stop in Grenada for the best J'ouvet in the islands — I went as a full dregs blue devil, covered in mud, molasses and motor oil, and danced in the street 'til full daylight — we continued south.



BOTH PHOTOS BY DEBBIE CASON

Spread; The wonderfully engineered rice paddy terraces of Bali. Inset; two Balinese dancers performing the Ramayana ballet.

Upon our return to the Trinidad Yachting Association, we were greeted like long lost children. The rest of August and September disappeared in a mixture of savoring the delights of Trinidad, which include air-conditioned cinemas, good markets, live theater, horse racing, and just sitting in the shade with a cool drink chatting with other sailors. We worked on the boat a little, too, finishing and stepping the new mast, painting the entire interior, and installing new engine controls.

In October we wanted to experience the cold again and do something really different, so we flew to Peru! Three weeks of exploring the Incan and Spanish art and architecture and foods of Cuzco in the Andes did the trick. We took a train over the Andes to Lake Titicaca, where we visited Indians who live on floating islands. I got to operate a genuine reed boat. We later flew down to the Amazon Basin where we were mugged by monkeys and fed a diet of boring food by Indians who ran a camp they tried to pass off as an 'Adventure Lodge'.

But our best time in Peru was visiting

the intact Incan city of Machu Picchu. For two days in a row we arranged to arrive at 0700, which meant we had the city to ourselves until the first tourist buses arrived at 1100. There is no way to describe the spiritual magic of wandering through this mist-shrouded ancient city, where the only sounds were from the singing birds. The city is so intact that water still flows through the public baths!

In November, we hauled R&S and repainted her bottom and deck. After topping off the water and fuel tanks and taking on provisions, we set sail to the west, sailing downwind for the first time since leaving Mexico 2.5 years ago! It was kind of hard to get used to not having to fight for every yard of progress. But we managed, exploring the offshore islands of Venezuela and surviving on meals of fresh caught conch, lobster, and fish.

In December we spent a few days in the Netherlands Antilles, sampling the great diving of Bonaire, before pushing on through the huge seas and powerful winds that haunt this part of the Caribbean all the way to Colombia. We spent Christmas and New Years with cruising

friends at Cartagena.

After spending January of '99 in the San Blas Islands, we'll head through the Canal. Kate will then return to California for a four-month fix of civilization, while Peter takes the boat to Tahiti — via the Cocos, Galapagos, Easter, Pitcairn, Marquesas, and Tuamotu Islands. When Kate rejoins the boat in Papeete, we'll be off on new adventures together.

— peter & kate 1/15/99

Dreamer — Passport 40 Roger & Debbie Cason Into the Orient (San Francisco)

[Continued from the February issue.]

Our next stop was Bali, which was so wonderful that we wish we could have spent a month rather than a week. Because of the deep devaluation of the *rupiah*, we were able to eat ashore at the Bali International Marina, where we were staying, for only \$5 U.S. for the two of us. So for the first time in our cruising careers we enjoyed the luxury of eating out every night — quite a treat!

An even bigger treat was being able to hire two young men to help with the grunt work — such as hauling fuel and water, polishing the stainless steel, washing the boat, and polishing the interior wood — for \$3 a day each! We also farmed out our laundry because it could be done for such a pittance. And the taxis were so cheap I didn't bother to walk back to the boat with the groceries as I normally would do.

Our best day was when five members of our buddyboating group hired a car and driver, and got an incredible 13-hour tour **Say 'hello' to Gelombang, a handsome 11-year old orangutan at Tanjung Puting National Park, Kalimantan (Borneo) Island.**



DEBBIE CASON

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for a total of \$27! We saw a colorful dance presentation that featured the Balinese Hindu message of good and evil always being side by side; went into the hills to see the spectacularly beautiful terraced rice paddies, which use every bit of land and water available; and walked through the gorgeous grounds of the Luhur Batukau Temple. Then it was lunch time. Later, our driver took a potholed side road thinking it would lead to Gunung Batur, one of Bali's three major volcanoes. He was wrong, so we temporarily stopped at a small village to watch a cockfight. We finally saw the crater lake and its volcano — which appeared to be ready to blow at any second. Then, after driving through four miles of woodcarving shops, we arrived at the adorable little tourist town of Ubud. We didn't have too much time to walk around, however, as we had to hurry to the Palace Courtyard to see our second Balinese dance show of the day. It was a production of the Ramayana story, and while I couldn't follow the plot very well, the grace of the dancers and the spectacular costumes — particularly the ones worn by the women portraying



DEBBIE CASON

This is the Barong, a mythical beast who protects the Balinese from evil spirits. But who protects the tourists from Balinese hawkers?

Hindu princesses — were dazzling. Wow!

Another highlight of our visit to Bali was our visit to Kuta, where the street merchants chase after the tourists hawking everything you can imagine. Rog and

I decided not to continue to famous Kuta Beach, but friends who did said it was great — even with the street hawkers still in pursuit.

On September 12, we headed up through the miserably confused Bali Sea and the Java Sea to Kalimantan — better known as Borneo. The wildest part was carrying a spinnaker through the Java Sea in the middle of the night at close to 10 knots — and coming upon four separate lines of 40-foot fishing boats, each line consisting of about 25 brightly illuminated boats.

When we reached the south shore of Kalimantan, we motored five miles up the Kumai River to the town of Kumai. A local tour guide by the name of Jien Joan had been referred to us, and we bought his program — which included an overland trip to Pangkalan Ban to acquire permits to visit the orangutan rehabilitation camps up the Sekonyer River, then visit the camps — hook, line and sinker. And we're glad we did, because we had a marvelous two days, because we fell in love with the orangutans, and because



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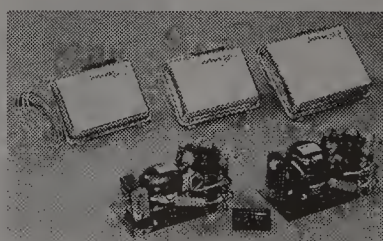
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Jien was such a perfect guide.

The purpose of the rehabilitation camps is to return captive orangutans to the wild, and to train them to gather their own food and to live in the company of other free orangutans. There are three camps, and the orangutans progress from the first one, which has a huge socialization cage, to the next two camps, both of which have scheduled feeding times, but in which the orangutans live in the wild. The natives call the animals by name at feeding times, and they come swinging through the trees of this tropical rain forest if they're hungry. Before long, even we got to know the different animals by their distinct personalities. As we prepared to leave Kumai, Jien told us we'd been fortunate to visit Kalimantan this year. Apparently the smoke from the fires was so bad the previous year that visibility was down to several meters!

We spent several days sailing north from Kalimantan to Serutu Island, Mesanak Island, Pelanduk Subang Mas, and up to Batam Island. In so doing we recrossed the equator and *Dreamer* re-en-



SEA WOLF

After six years of cruising, Rog and Deb got rid of scuba and other gear to further simplify their cruising lives.

tered the Northern hemisphere for the first time since May of '92. We reached the Nongsa Point Marina on the north shore of Batam Island — opposite Singapore — on September 28. Actually, Nongsa Point

is more than a marina, it's a resort with a nice beach, fabulous facilities, and a terrific staff. Since it only cost \$6 U.S. a day, we stayed for 10 days.

On clear days we could see 10 miles from Nongsa Point across the Singapore Strait to the bustling city-country of Singapore. Reaching Singapore had been one of our original cruising goals, so we felt a great sense of exhilaration to have left the Pacific and finally arrived in the Orient. We felt the same sense of achievement we felt when we arrived in New Zealand in '92 after crossing the Pacific from California.

We spent the better part of a month in and around Singapore, which is a clean, green bustling city with friendly people and heaps of great deals on electronic equipment. So we loaded up with an international television, an international VCR, a video CD player, a Sharp camcorder, and an editor for the camcorder. Buying all this stuff required about 10 trips to Singapore via the \$1 U.S. air conditioned bus. Between trips, we loaded up on video CDs from the pirate video shops in Johore Bahru, Malaysia.

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Two-disc movies were only \$1.35 U.S.; three-disc movies were \$2.70 U.S.; and the four-disc films were \$4.05 U.S. We ended up buying a total of 127 movies at an average price of \$1.50 U.S. Amazing!

After enjoying Singapore, we powered east to west through the Singapore Strait, zig-zagging the entire way to avoid the enormous number of ships waiting their turn to enter the port and take on goods. In the middle of crossing the Strait, and with huge ships on all sides, we were hit by a 26-knot squall and such heavy rain we could barely see the ships around us. As strange as it might sound, it was an exhilarating experience that I truly loved — especially since Rog was the one getting the wettest!

That was four days ago and we're now slowly battling our way against choppy seas, head winds and adverse tides up the Malacca Strait. Sometimes we're not making more than half a knot! The shipping traffic is nothing compared with right around Singapore Island, but we've had several instances of huge ships simultaneously passing on either side of us. I have the feeling that they're all paying atten-



LATITUDE 38/RICHARD

Cruising in the good old days: Christina Sutter, Rog Cason, Deb Cason, and the late Peter Sutter shared a dinghy in Tonga.

tion because there is so much traffic, and are more aware and courteous toward each other — and us — than normal. When you're out at sea and you spot one of these babies headed your way, you perk

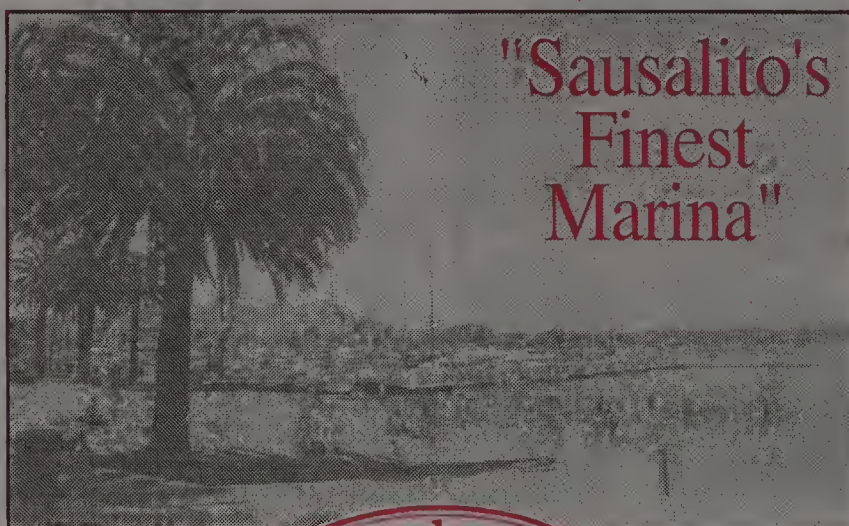
up, because you often get the feeling that those who are supposed to be on watch are 'out to lunch' or 'sleeping on the job'.

On a personal level, if it weren't for Rog, we would probably be home by now, having sold *Dreamer* at Lawries Marina in Australia where I had a broker come to appraise the boat. Having been hit with menopausal mood swings — including some depression and lots of anger — I was ready to skip ship and hope for greener pastures elsewhere. Rog, however, wanted to continue on and complete our voyage.

To improve things, we've recently done several things to simplify our lives — since even yachties can overdo it! We sold our scuba diving gear — except for the compressor and the underwater camera which we hope to sell in Phuket. We've found it's so much easier to just jump over the side and go snorkeling, and besides, the scuba diving seemed to be hurting our hearing. I also stopped taking photographs. Finally, we gave away Solo, our 15-month-old cat which we'd raised since he was an eight-week-old kitten. We gave him to a Malaysian family with a nine-

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year-old boy who really wanted him. The main reason why I gave Solo away was because his primary playtime was my main meditation time, and I really missed my meditations very much. I have meditated faithfully every morning since Solo has been gone, and I can truly feel the difference.

In my quest to shake off the menopausal slump, I visited a Malaysian M.D. named Dr. Khi. We had a most interesting, hour-long discussion in which he explained the differences between the Eastern and Western cultures, and why he believes that people living in the East are happier. His advice — in simplified form — was this: "Don't set goals, but rather live one day at a time. Relax more. Don't chase after happiness, which in any event is illusive. Do your chores each day, watch a little television, and meditate a little — but not intensely. And realize that God is happy with us."

As we continue on, I'm trying to implement the doctor's sage advice by not taking things so seriously.

— deb & rog 12/30/98



After 10 years together, Dennis Russell and Sonja Ericson exchange vows in Puerto Vallarta. Many cruisers were in attendance.

Golondrina — Peterson 44
Dennis Russell & Sonja Ericson
Getting Married In Mexico
(Seattle)

We weren't at Marina Mazatlan on December 5 when Greg and Debbie Nichols of the Cheoy Lee 35 *Ti'ama* celebrated their wedding at Marina Mazatlan and Marina El Cid for the simple reason that we had to make tracks to Puerto Vallarta for another important event — our own wedding. After a 10-year courtship and several thousand miles as a cruising team, we decided to finally tie the knot.

We hoped for a mid-January ceremony — and barely made it. Although we had a month to prepare, everything was held in limbo because we were missing a single document. When that was taken care of, we had several days of not knowing if our family members would be able to make it, and if cruising friends Debbie and Lue of *Brass Loon* would be able to sail down from La Paz in time. All the confusion and uncertainty required some last-minute planning — including our inviting the entire cruising fleet.

Our January 13 wedding turned out to be a magical day nonetheless. Part of it were the great folks in attendance, including Sonja's son, Jose, and Dennis' 86-years-young mother, Ann. And part of it

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was because we held the ceremony in the lovely natural setting of the River Cafe, which is located on Isla Cuale in the middle of the Cuale River in downtown Puerto Vallarta. Uninvited guests included a duck, birds, an iguana, two cats, and a rooster which crowed as the sun went down. Nice touch, eh?

P.S. We subsequently met Greg and Debbie Nichols in Barra de Navidad, where we got together for a wedding show and tell. In the process, we discovered that the requirements for getting married in Mexico vary widely from state to state and between different officials. Had we known what we know now, we would have stayed in Mazatlan and avoided many difficulties by getting married there.

P.P.S. While here we also celebrated Sonja's birthday at a party attended by 26 other cruisers. It was a truly memorable evening — at least what Sonja remembers of it.

— sonja & russell 2/15/99

Cruise Notes:

Is **Puerto Pedregal, Panama** — celebrated in *Latitude* by several cruisers



LINDA MARTIN

If Marina Pedregal's dinghy dock is as bad as the fuel dock was a couple of years ago, \$20/month would be outrageously expensive.

during the last two years — losing its appeal? The following report by Marjorie Herring of the Sidney, British Columbia, based **Marimba²** would seem to suggest

that it might be:

"Sorry this is handwritten, but our computer — along with several thousand dollars worth of electronics and small tools — were stolen from our boat at Puerto Pedregal. We're not the only victims, as in the last six months, seven other boats have been robbed — some of them twice. The locals — including the police — know who the culprits are, but three weeks after the robbery no arrests have been made and nothing has been recovered. Theft isn't the only problem. The marina is charging boats anchored in the river \$20 a month for the use of their dinghy dock — which is in disrepair. We feel this is greed in the extreme. There have also been problems with officials. When not accompanied by my husband, I've been stopped by the local police and threatened with jail because I was not carrying my passport. Frankly, I was more annoyed than fearful, as I could tell these young men were seeking entertainment more than anything. Besides, I figured they couldn't carry me away on their bicycles. In a more serious incident at

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Puerto Armuelles, however, the Kiwi motor vessel **Astron** was boarded at night by 'officials' who demanded money and threatened the crew. Somehow the crew got the officials off the boat and fled Panama — without a *zarpe* — for more friendly Costa Rica. Panama is a beautiful country with some very nice people, but we don't think the risks are worth it — so we're headed to the Galapagos and then toward New Zealand. We suggest that others either avoid Panama or limit their exposure time."

We at *Latitude* are fond of Panama, believing that it's one of the most diverse and underrated cruising grounds in the world. While a few parts of Panama are certainly dangerous, we'd hardly write off the whole country — just as visitors would be foolish to give up on all of California just because they were robbed in San Francisco. David Wilson of *Aura*, who has lived in Panama for a number of years, offers his perspective on the country:

"**Panama City** is quite safe, as one thing the current administration has done is produce an excellent police force. Crime



PAT MCINTOSH

When it's Carnival time in Mazatlan, the restaurants have to drag out the big paella pots and oars in order to satisfy demand.

is way down on the residents' list of concerns. My wife and I go about with little concern for our personal safety, and take long walks on most nights. Nonetheless,

there are certain parts of Panama City that we wouldn't even drive through at night, such as **Colon**, as the unemployment is very high and young men loiter on all the street corners. It is not safe to walk anywhere there, and cruisers should take a taxi as an escort when reprovisioning. I'm not familiar with Pedregal. All in all, Panama is a terrific place to live — as it has excellent stores and restaurants with prices the same or less than in the United States."

Pat and Carole McIntosh of the Sacramento-based *Dophin 26 Mis Dial* flew down to Mazatlan to look at a couple of boats, enjoy Carnival, and warm their skin under the tropical sun. While there, they met Pat and Peter Wyllie from Red Deer, Alberta. "The Wyllies have a *Vagabond 47* called **P.J.'s Dream** — although they weren't on her at the time. The boat was built 13 years ago for their son, P.J., who dreamed of sailing her around the world. The day she was launched, however, P.J. was killed by a drunk driver. Although P.J.'s parents had never sailed before, they sold their farm and took off cruising in P.J.'s boat as a sort of a trib-

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ute to a son they were so very proud of. They're a real inspiration. By the way, my dad used to tell me that the difference between a boat and a yacht is that she's a boat when you're sanding her and a yacht when you're sailing her. Of course, that was pre-fiberglass."

Peter and Pat Wyllie are indeed an inspiration. We met them at a Sea of Cortez Sailing Week about 12 years ago, and published their tragic/heroic story in *Latitude*. We're glad to hear they're still enjoying P.J.'s boat.

Say what? Hank Schmitt has put together an organization called Offshore Passage Opportunities and is promoting an event called **Millennium's First Sail Around the World Rally**. The highlight will be the 'Millennium Moment Party', which Schmitt claims will be a celebration "of our being the first people on earth to see the start of the next 1,000 years." The original site of the party was to be east of Tonga, but has now been changed to a point 297 miles due east of Auckland, New Zealand. Why? "The move was prompted by the series of early season storms that swept through the Pacific this

past fall."

We don't mean to be overly critical of Schmitt's efforts or planning, but before sending any money to participate in his event, you might ask him to document "the series of early season storms" east of Tonga. To our knowledge, there weren't any. On the contrary, the 'Nightmare Off New Zealand' series of lows that clobbered members of the Tonga and Fiji to New Zealand cruising fleets were all further south around Auckland — the latitude of the new site of the Schmitt's Millenium party. Furthermore, the new site is at pretty much the same latitude — and on almost the same date — as that of the recent Sydney to Hobart Race, which claimed numerous lives and boats. If Schmitt goes through with his plans, odds are it will be a mid ocean puke-a-thon — especially when compared to the much more idyllic conditions to be enjoyed by the thousands of others at the date line further north.

"We've just returned from ferrying

Ernie van Asperen's San Francisco YC-based Baltic 65 **Quintessence** from San Francisco to the Panama Canal," report Sue and John Rowley. "It was such a great cruise that we wonder why we spent so many years racing so much and cruising so little. Of course, our C&C 33 **Awesome Possum** didn't have self-steering, a watermaker, electric winches, refrigeration, huge fuel capacity, roller furling, computer navigation, e-mail, and so forth. We jumped ship in Panama, but John will rejoin the boat at Grand Cayman for the trip to Fort Lauderdale — our home after Honolulu and San Anselmo. If the boat doesn't sell in a month, we'll be heading up the East Coast to Martha's Vineyard, Bermuda, and then the Med. Everything is a little iffy because the owner is 83 years old, but so far it's been one grand adventure!" Sue Rowley was a frequent contributor to *Latitude* in the early days.

A year ago Doña de Mallorca and the Wanderer splurged for a lunch at one of the most beautiful and expensive waterfront restaurants in the Caribbean. As we picked up the menu, we did a double take.

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The 'watermark' on the menu was a picture of van Asperen's previous **Quintessence**, a Tayana 55, on the hook. We sent him a copy.

"You must have made a typo when you called Nuevo Vallarta Marina 'the homeliest' marina in Mexico," write Rick and Liz Strand of the Sonoma-based **Sarah Elizabeth**. "What makes any place special is the people — and we think Nuevo Vallarta has the best and is therefore the 'homiest'. Honey, you take Manhattan, but give us the countryside!"

"There is a frantic frenzy when somebody brings a load of *Latitudes* down to Z-town — much more than when they bring a stateside newspaper." So reports Clem McCann II of **Carried Away**. If you're heading to a popular cruising area and want to be a 'hero' to cruisers, contact us at (415) 383-8200 for a bundle of *Latitudes*.

If you're lucky enough to have a boat — or a friend with a boat — in the **Caribbean**, here are some dates and events to keep in mind: April 9-11, **BVI Spring Regatta**, British Virgin Islands. April 15-



PHIL UHL

Most of Hawaii's slips are located in Honolulu's Ala Wai Yacht Harbor — including these at the Waikiki YC.

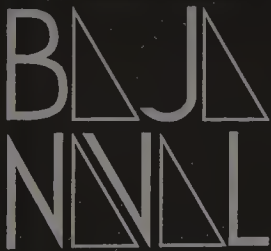
20, **Antigua Classic Regatta**, Antigua. April 25-May 1, **Antigua Sailing Week**, Antigua. May 10-14, **Angostura Tobago Race Week**, Tobago. May 24-28, **Mount Gay Regatta**, Barbados. June 7-11, **Martinique Race Week**, Martinique. June

26-July 4, **Bacardi Hi-Ho Regatta**, British Virgin Islands. And to commemorate the 500th anniversary of the discovery of **Aruba**, the Aruba Regatta Foundation will be holding the first **Seaport Yacht Race** on May 22-29. The eight-day regatta — for racers and cruisers — will ultimately circle the island, but will feature lots of stops and fun along the way. A word to the wise — first regattas often have a little magic.

A lot of you have been wondering where the Mexican port of **Puerto Angel** got its name. According to legend, it's because it was there that an angel appeared to a pirate. Love at first sight, no doubt, as 'good' girls always go for the 'bad' guys.

Quickies: The **Ala Wai Small Boat Harbor** in Honolulu has 699 berths and 85 moorings — nearly one third of all the slips and moorings in the tropical state of Hawaii. You can now buy a **GPS for less than \$100**. One that's waterproof, no less! **Sea of Cortez Sailing Week** is April 17 through the 25th. It starts in La Paz. Don't miss it. An **eighty-three-day** maiden voyage from Guam to San Diego? Read about it in the May issue.

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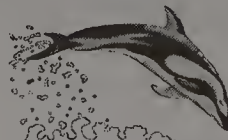
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O'DAY 19, 1979. Shoal draft keel/CB, small cuddy cabin, large cockpit, 4 hp 2 cylinder Evinrude, EZ Loader galvanized trailer. Fully battened multi-colored sails. Very good condition, excellent sailer. \$4,500. Will deliver to any Western state. (510) 523-9292 leave message or (435) 635-5185.

ELECTRA 22.5, #156. Carl Alberg full keel cobalt blue daysailer. Good learner boat now at Coyote Point. Main, jib, genoa, 6 hp outboard, compass, knotmeter, depthsounder, CD/AM/FM in cabin, USCG & safety gear, current survey, \$4,500. 2 axle trailer with new bearings & lights, \$1,800. Please contact Jim at (650) 726-6456 nights or pager (650) 570-1888.

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J/24, 1979. Ready to race or daysail. Good shape. Last raced 1982-84. Light daysailer since. Full set of sails & extra main. Lightly used spinnaker. Lots of equipment. Evinrude 4.5. Asking \$4,500. Call Fred at (415) 731-7699 or frederick@prodigy.net

CATALINA 22, 1984. Excellent condition, fixed keel, rebuilt Johnson 6 hp outboard, well equipped, slide-away galley, alcohol stove, Porta-Potti, pop-top, sleeps 4, radio, cockpit cushions. Prime Coyote Point berth. \$4,000 obo. (775) 833-1180 or www.alef.com/boat

CATALINA 22, 1970. Great condition, only 2 previous owners. Overhauled 4 years ago: all new standing rigging & a complete set of Pineapple sails, including storm jib. Small galley, Porta-Potti, reliable Evinrude, many extras. Must sell: \$2,800. (650) 859-0949, leave message.

15-FT CATBOAT, 1996. Plywood & epoxy construction, 16 inch draft. Jade green hull, almond decks & interior. Gaff rigged, Pineapple sail, wooden spars. Sails well, looks sharp. Boat, rig, sail, trailer all in excellent condition. \$3,200 obo. John, (510) 366-1476.

PEARSON 23C, 1982. Cat rig, 8 hp outboard (1987), lighted compass, sail recently refurbished, Porta-Potti, safety equipment, extremely clean & very well equipped. \$1,950. (650) 574-3958.

JOYFUL SPIRIT, NEWPORT 20. Gary Mull design, fixed keel, recent haulout plus new: Johnson 6 hp outboard, motor mount, all rigging, head. Always loved. Great Bay or lake boat. Sleeps 4. Sail singlehanded or crew. \$5,995. Please call (510) 521-3257.

NADA BEAR, A 23-FT CLASSIC Ed Monk Sr wooden sloop. Great condition. Mahogany over oak. Recently hauled & rebuilt. Not a project boat. 15 hp Johnson o/b. 4 sails. Asking \$4,500. Call Steve, (650) 369-6341 or see for yourself at: www.star-design.com/nada-bear

MacGREGOR 19 POWERSAILER, 1995. Excellent condition, Marin dry storage next to dealer where bought new. Has swing keel & can handle any waterway. One person can handle all the sails. Water ballast for self-righting stability. Electric start 40 hp Tohatsu, can tow water skier. Includes cover, trailer, fits in garage. Fully equipped, 3 sails, VHF radio/antenna, compass, cushions, queen and V-berth sleeps 4, enclosed head w/Porta-Potti, solar vent. Owner now into golf. Asking \$9,750 obo. (415) 459-4800.

MacGREGOR 19 POWERSAILER, 1992. Two boats in one! 40 hp outboard, electric start. Furling genoa. Water ballast, swing centerboard & rudders. Sails very well, 25 mph under power. Sleeps 4, enclosed head. Abundant storage. Trailer included. \$9,500. (415) 454-0677.

STONEHORSE 1981, 24'-3". Beautiful full keeled mini-cruiser, tanbark sails, BMW diesel w/300 hrs, heavy duty trailer, solar panels. Loaded with gear. All in excellent condition. \$13,500. Please call (209) 826-8987.

SF PELICAN, #433. New mast, booms, rudder, tiller, covers & trailer. Great family boat. \$2,500 obo. (510) 494-1451.

PEARSON ELECTRA 22.5, red, Radio Flyer, new electrical system, new knotmeter, new Porta-Potti. Recent bottom job, race rigged, 3 jibs, main, spinnaker, 3 winches, traveler, lines led aft, 2 hp outboard. Recent survey. Benicia. \$2,950. Call (707) 647-1902.

SAN JUAN 21 MKI, 1976, with trailer. Swing keel. Mainsail, jib & genoa. Good condition with extras. \$2,500 obo. (415) 461-4346, leave message.

COMPAC 19, 1983. Excellent condition mini-cruiser/daysailer. Large cockpit w/teak grate & cushions, sleeps 4, Porta-Potti, VHF, depth, 135% roller jib, inflatable, 1998 Honda 8 hp 4-stroke w/ alternator. Galv trailer. A joy to sail. \$9,000. Page Jeff at (408) 308-2892.

RANGER 23, CHAOS, proven winner, 150%, 2x 120%, 90%, 2x mains, 2x spinnakers, KL, DS, VHF, all lines aft, 6 hp Evinrude. See pic *Lat. 38* March '99 page 180. Priced to sell at \$3,850. Call (510) 232-8750.

CATALINA 22, 1987. Fin keel, pop-top, 3 jibs, 2 spinnakers, VHF, knot, depth, 6 hp Johnson, Autohelm, all lines to cockpit, 1 line reefing. Very clean. Bottom paint '98. Asking \$5,200. Please call (209) 957-6731.

22-FT DRASCOMBE LONGBOAT YAWL, 1980. Fiberglass, excellent condition. Trailer, tanbark sails, furling jib. 4 hp Evinrude. Custom cover. Reduced, \$6,950. (909) 792-1329.

THISTLE, 17-FT CLASS SLOOP with trailer (new axle & wheels). Four suits of sails & two spinnakers. One suit like new. Many extras, over \$500 invested in last year. Race rigged, still great daysailer for four. Must sell. \$1,700 obo. Please call (925) 820-5954.

FLICKA 20, 1976 NORSTAR. Pocket cruiser. Inboard Yanmar diesel 8 hp, 1 cyl. Low hours. 28 gal diesel tank. Main, genoa, jib, VHF, ice box, sink, 25 gal stainless freshwater tank. Berthed in Santa Barbara. Slip available. \$8,500. Please call (805) 962-6505.

SANTANA 22, 1966. Ready to sail, all leads aft. Barient dual speed winches, 6 hp Johnson. Good bottom paint. \$2,300. Jason, (510) 601-6099.

RANGER 23, MULL, racer/cruiser, stiff, safe (Bay or ocean), metal toe, split backstay, 10 lines aft, 5 winches, sails, spinnaker, galley, Porta-Potti, stereo, push/pulpit. No blisters. Anchors & rode, new battery, compass & knotmeter, lifeboat. Honda. \$2,750 obo. (530) 673-0394.

FLICKA WITH LOOK & FEEL OF wooden boat. Very traditional interior with lots of teak & bronze, teak deck & mahogany sheer clamp & deck beams. Vessel needs some finish work. Trailrite tandem axle trailer included. Asking \$19,500. Please call (800) 484-4072 ext 1301.

O'DAY 222, 1986. 22 ft with roller furling, extra jib, shoal keel with centerboard, 8 hp Mariner, Bottomsiders cushions, Porta-Potti, lazy jacks, trailer w/new tires, brakes, lights. Fresh water sailed, stored inside, extremely clean, ready to sail. \$6,500. (707) 443-7610.

RETRACTABLE KEEL SAILBOAT. Excellent condition. 20 ft MacGregor with a Trailrite trailer & newly tuned 4 hp outboard. Fully rigged with 3 near new sails. \$2,400. (925) 684-3930.

22-FT SANTANA. 2 mains, 4 jibs, 4 hp Suzuki o/b. Cheap downtown Sausalito slip. \$2,500 obo. Curtis, (415) 389-6191.

23-FT O'DAY TEMPEST. Ideal day Bay sailer. All lines aft, self-furling jib. Large cockpit, parquet teak deck & trim in cabin, bottom & keel cleaned & painted Oct 1998. 4 cycle 5 hp Honda with remote control. \$4,000 obo. (925) 937-3236.

TWO BOATS. #1: Santana 22, 1973, hull 678. Good shape, good sails, rigged for singlehanded. \$1,450 firm. #2: 26 ft LOA cruising cutter, 1931. A real little ship. Hauled December 1998 for some new planks & recaulk. Inboard engine. \$2,500. (510) 653-1724.

MOORE 24 SC, #135, 1984. Excellent condition. Ready to race with all the goodies. Lightly used Santa Cruz sails. New poly kite, Honda o/b, trailer, many extras. \$14,000. David, (415) 924-6855.

25 TO 28 FEET

CATALINA 27, 1980. Four sails, new VHF, Porta-Potti, depth, knotmeter, compass, 15 hp outboard, 2 anchors. Rigging five years old, two good batteries. Presently on shore, bottom ready to paint, paint included. Have mooring in Tomales Bay. \$9,000. (707) 878-2076.

26-FT S28.0, 1983, WITH TRAILER. Great boat for Bay, Tahoe, San Juans, etc. Lots of room, storage, teak below. Instruments, VHF, inboard, Autohelm, 4 sails, 2 batteries, dodger, bimini. Enclosed head with sink, lots more. \$17,950. Richard, (916) 791-2570.

CATALINA 27, 1973. Dinette, new rig '93, Chrysler 12.9 o/b, boarding ladder, 3 sails, safety net, VHF, AM/FM, knot & depthmeter. Haulout Sept '98, all CG gear, shorepower. \$6,800. (707) 252-3006, Napa.

25-FT FOLKBOAT. Classic teak on oak. 8 hp Nissan outboard. This is a very pretty boat in fine, ready to sail condition. One-design race ready. Alameda slip available w/boat. Must sell, moving away. \$6,000 obo. Jerry, (707) 923-1303.

CATALINA 25, 1989. On Whiskeytown Lake. Loaded: 2,000 lb lead wing keel (2' 10" draft), 2 selftailing winches, 6 rope clutches, wind & depth instruments, pop-top, CD player. New equipment added in 1997 includes split backstay, rigid boomvang, roller furling, VHF radio, solar panel & deep cycle battery. Trailer (surge brakes) with rollers that make for easy loading & launching. \$14,950. Call (530) 529-4123.

CATALINA 27, 1981. Atomic 4 in excellent condition. Roller furling jib, new batteries, canvas cover over wood trim, traditional interior. Very clean & ready to sail, cruise the Bay in style. \$9,800 obo. Call for location. (707) 542-5817.

NOR'SEA 27, MAGIC FLUTE. Aft cabin trailerable ocean cruiser. Ideal for shorthanded cruising w/ Profurl, all lines aft. Yanmar diesel, dodger, depth, autopilot, extensive ground tackle, enclosed head, factory trailer. Beautiful. See on Nor'Sea website at www.vander-bend.com/norsea. \$39,500 obo, must sell. Call (408) 245-5150 (Steve, days), (650) 851-3056 (Steve or Cathy, eves & wkends), or (707) 265-8415 (Rudy).

28-FT PEARSON TRITON, 1967. Sturdy, seaworthy, upgraded as small cruiser. Structural improvements, Volvo diesel, LPU topsides, brand new mainsail, new standing rigging, all lines lead aft, selftailing winches, good ground tackle inventory, outboard motor. \$11,000. (650) 873-3617.

RANGER 26. Gary Mull design. SSF slip with tandem trailer. Beat the high cost of sailing a boat built for the Bay. Honda 10 hp outboard. \$5,900. (916) 712-0213.

CF-27, MIDNIGHT EXPRESS, ready to race. North sails '98 inventory, new fared bottom, 4 hp Johnson just serviced, 3 time PHRF champ. Custom trailer, KVH, VHF, Signet instruments. Sharp boat. \$15,000. For photographs and race results go to: www.PHRFsandiego.com or phone Pete at (619) 467-1422 or Psenft6709@aol

COLUMBIA 26 MKII, 1969. 30 ft windward SF Marina (Gashouse) slip, Evinrude 9.9 electric start o/b, full boat cover, serviceable sails. \$6,000 cash firm. (415) 431-1608.

NORDIC FOLKBOAT. Excellent condition with inboard diesel & many extras. 1997 floor retrofit & new rigging. Survey available. \$8,500. Please call (415) 954-0634 days or (510) 652-3128 eves.

PACIFIC SEACRAFT 25. Excellent condition. Ideal Bay boat. Comfortable & easy to singlehand. Yanmar diesel. Teak interior. Very clean. Genoa, spinnaker. New: roller furling, halyards, main sheet, all inside & outside cushions. \$19,500. Please call (530) 756-6686.

CORONADO 27. Well maintained, very clean, beautiful wood, 2 sets of sails. Marine radio, depthfinder. Very roomy boat. 15 hp extended shaft outboard. \$4,750. (800) 791-6627.

EXCALIBUR 26. Fast Crealock sloop, great sail in/out 30 ft SF Marina Green slip (\$160/mo). Solid white fiberglass, fin keel, teak rail, new rigging. Many sails, 6 hp outboard, VHF, knotmeter, depthsounder, 4 bunks. \$6,995 obo. Please call (415) 955-3569 leave message.

28-FT KINGS CRUISER - for wooden boat lovers! Hull #120, mahogany. In Santa Cruz Harbor, comes with slip for one year. \$4,500 obo. Must sell. (831) 475-8583.

CORONADO 25 SAILBOAT. Needs bottom paint. Good family boat. Roller furling jib, 9.9 outboard, sleeps 5, clean boat, must see. Berthed at Emeryville Marina. Asking \$2,300. Please call (510) 538-5425.

WESTSAIL 28, 1976. Cutter rigged, 6 sails, 27 hp diesel, GPS, autopilot, dodger, VHF, stereo. Great condition. Recent survey. Lying Fort Bragg. Must sell. Asking \$29,500 obo. (707) 986-7794.

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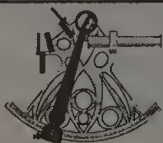
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CORONADO 25. Well maintained, very clean, good sails, newly painted bottom & topsides. New interior & exterior cushions, reinforced mast & boom, rigging in very good shape. Outboard recently overhauled. Rigged for singlehanded sailing. Asking \$3,650. (510) 848-1375.

ALBIN VEGA 27, #703, 021 motor, she's in good condition. Her bottom was done about 19 months ago. Sleeps 4, needs minor cosmetics. Docked in North Bay. Asking \$6,500 or trade? Call Paul, (408) 254-7091. For more info & pictures go to <http://www.dadsnkids.com/BOAT.HTML>.

MORGAN 28, 1969. Great Bay & Delta cruiser. Wheel, diesel (rebuild). Great shape, well maintained. All upgraded since '90: autopilot, VHF, AM/FM stereo, speed, depth, Loran, cushions, ground tackle, dinghy, etc. \$14,500. Please call (916) 687-8132.

OLSON 25, HULL #44, BUILT 1984. Lightly used O-25 from So. Cal, currently dry stored in Sausalito. Many upgrades, 7 sails (no spinnaker), lots of electronics, good trailer. Excellent shape, reduced to \$13,600. Rob, (415) 383-8200 ext 109.

RANGER 26, 1969. Excellent condition, 3 jibs (90%, 115%, 150%), main, spinnaker, 6 winches (primaries oversized), lines led aft, SS keel bolts. Recent upgrades: standing rigging, spreaders, boom, lifelines, 8 hp Evinrude x-long shaft. \$7,500. Buying bigger boat. (415) 563-0105.

ERICSON 27, 1974. Nice & clean boat. 2 year boom, compass, cover & cushions. 2 anchors, VHF, stereo, depth, refrig, 2 batteries with charger & shorepower. Excellent condition. \$9,500. Call (650) 728-5945.

CATALINA 27. Well maintained, rebuild Atomic 4, new main, 3 jibs, new boom & bow sprit, no blisters, AM/FM cassette, VHF, dinette interior, wheel steering, all lines rigged to cockpit. Berthed at South Beach Marina, many extras. Very good condition, a great buy at \$7,500. Please call Mark, (650) 878-5888.

ERICSON 28, 1979. 7 hp Volvo diesel inboard, galley, 6 ft headroom, marine head, 5 ft draft, sleeps 5, VHF, depthfinder. At Petaluma Marina, slip 144. \$7,500 obo. Call (707) 763-4541 days or (707) 763-7603 before 9:30 or after 5.

CORONADO 25, 1969, CUSTOM EDITION. Singlehanders dream/liveaboard. Frig/micro, pressure water 20 gal, head & tank, shorepower/phone, stereo, VHF, Loran, CB, 2 DS, B charger, 2 batteries. Nice ES Nissan w/alt, much more. \$3,750 obo. (415) 332-4653.

EXPRESS 27, SWEET PEA. Buy a former National Champion & race a fast boat in the best racing fleet on the Bay. Sailcomp, knotmeter, depthsounder, outboard, trailer, many bags of sails, 1 set competitive. \$16,500. Call Karl, hm (925) 939-6515 or wk (925) 930-3636.

FOLKBOAT. Good condition. Built 1962 Denmark. 4 sails, deck just redone, outboard bracket, perfect wood mast & boom, w/w.o. Seagull 5 hp longshaft. \$2,300. (415) 333-6101.

COLUMBIA 28. Blue, strong cruising boat, full headroom, sleeps 6, stove, dinette, 9.9 Evinrude Sailmaster in well, electric start, new prop, main, jib, drifter, steps up mast. Project boat needs plumbing & electrical. Benicia. \$4,400. Please call (707) 647-1902.

27-FT ALLEGRA CUTTER. Bingham designed pocket cruiser. Flicka's big sister. New standing rigging with Stalok fittings. New Yanmar 2 cylinder. Selftailing winches. Bronze windlass & ports. Teak decks. 6 ft headroom. 4 unused Sobstad sails. (415) 331-0910.

CHEOY LEE OFFSHORE 27, 1972. Fiberglass hull, teak decks. Upgraded 18 hp Volvo MD2001 diesel. Custom electrical upgrades including instrumentation, electrical panel, solar charger. Excellent sail inventory. New legal head. Much more. Well built, proven offshore design. Outstanding. \$14,500. (707) 833-2827.

DUFOR 27. French boat with fiberglass/teak. Liveaboard ready. I searched 6 months 'till I found this beauty. \$40,000 invested, too much to list. Singlehanded rigging. A boat for bluewater or the Bay. \$14,950 obo. (916) 383-8462.

CATALINA 25, 1977. Swing keel & pop-top with EZ trailer. Johnson 9.9 longshaft. Main, storm, 85% & cruising spinnaker. VHF, DS, BBQ, Autohelm & much more. \$7,500. Please contact (925) 829-7307 or jgsteph@pacbell.net

ISLANDER 28, 1984. Excellent condition, one owner. Yanmar diesel, Harken roller furling jib, inlaid teak sole, VHF, depth. Berth at Gas House Cove, San Francisco Marina included. \$25,000. (650) 369-1334 or fax (650) 369-1338.

HERRESHOFF MODIFIED H-28 KETCH. 29' 5" LOA, 9' beam. Full keel, Mahogany double planked hull, copper fastened. Rebuilt Atomic 4 & new decks '98. Hull refinished 11/97. New foam/upholstery & running rigging. Extras. Survey 1/99. \$12,500 obo. Call Stephanie, (415) 546-3634 or (510) 530-0346.

CATALINA 27, 1983. Universal diesel w/116 original hours, new prop shaft & bearing, VHF, depth, speed, compass, tiller, newlines & halyards, head w/holding tank & Y-valve. Harken roller furl, selftailing winches, hauled & bottom painted, alcohol stove, cockpit cushions. Very little use on boat. All work done '98/'99. \$10,950. Please call (650) 949-5416.

COLUMBIA 28 SLOOP, 1978. New Johnson Sailmaster 6 hp longshaft. VHF radio, Loran, 2 batteries, dodger, new halyards, new main sheaves, BBQ, anchor, sink, stove, ice box, more. \$6,000. David Becklund, (650) 524-6565.

ALBIN VEGA 27, 1977. Rebuilt Volvo MC6B, variable pitch prop, KM, DS, roller furl - both sails. \$8,000. Randall, (510) 928-9219.

SCHOCK 25. No sails, no engine, decent shape, good rigging. \$500 obo. Please call Diane or Dennis, (510) 428-0505.

ISLANDER 28, 1977. Rebuilt Volvo MD11c, approx 150 hrs. \$14,000 obo. Game Fisher 25 hp. New, low hours. Cost \$2,100. Asking \$1,200 obo. Complete with tank. (510) 919-6842, anytime.

26-FT WESTERLY CENTEUR, 1972, bilge keel sloop. Heavy fiberglass pocket cruiser. 9 sails, Volvo MD2 diesel, 6 berths, 6 ft headroom. Epoxy bottom. Exc condition. \$14,000. (805) 434-1037.

CATALINA 25, 1978. Fixed keel, trailer, bottom paint 6/98, 1985 Honda 7.5, 110%, 150%, 170% jibs, VHF, CB, stereo, 2 new batteries, propane BBQ, spare fuel tank, custom ice box. Beautiful Delta location. \$6,500. (209) 863-3111, lv msg for Duane.

VERTUE 25, 1967. Teak, Volvo-Penta diesel, windvane, Autohelm 2000, dodger, windlass. Loaded bluewater cruiser. \$25,000. Please call (760) 723-1507.

CATALINA 27, 1984. Diesel, battery charger, dock power, 2 burner stove, 2 man inflatable, radio, adj backstay, boarding ladder, double lifelines, Lifesling, main & 120% furling jib, holding tank with Y-valve, auto bilge pump, Tillermaster. \$10,000. (408) 778-0047.

25-FT OLSON, 1984. Mylar main, new Harken furling jib, Autohelm, 4 hp Mariner. Nice trailer, spinnaker & spinnaker pole, 90% new rigging, 3 coats epoxy bottom, plus bottom paint. Call Bob at (408) 221-9744 or (530) 272-6909.

CHEOY LEE OFFSHORE 27, SAMANTHA. 1968. Low hours Yanmar 2GMF20, compass, KM/DS, roller reefing. Pocket cruiser/liveaboard project. Great opportunity for a handy person. \$5,000. (408) 406-7372. For photos email: tltvin@earthlink.net

CATALINA 25, 1980. Fixed keel, new main, furling jib, pop-top, compass, DS, VHF, BBQ, 10 hp Yamaha, new batteries, enclosed head, new water tank w/pump, sleeps 5, bottom paint 4/98. Great Bay boat, very clean. \$8,900. Please call (916) 725-1602.

PEARSON TRITON #141. Good condition. Knotmeter, depthmeter, new mainsail, new 130 genoa, new Harken winches, new traveler, new boom, new head, re-upholstered, rewired. Atomic 4 runs good. Vallejo race ready. \$7,000 obo. Please call (916) 487-1248.

NEWPORT 27, 1974. Atomic 4, main & jib, enclosed head, 2 anchors, roomy 6' 2", all cushions. Needs minor work. Illness forces sale. \$3,500, a steal. Cal, (415) 750-9252.

EXPRESS 27. For sale or seeking partner. Good condition, good sails, 5 hp motor, trailer. \$16,000. Call days (510) 886-7706 or eves (510) 886-2358.

25-FT CATALINA, 1982. Great condition with Honda 7.5 4-stroke. Pop-top w/cover, Coast Guard approved head, depthsounder, VHF, knotmeter, tape deck & speakers. Have baby, no time to sail. \$6,300. Sue & Paul, (415) 331-9677.

29 TO 31 FEET

SOUTHERN CROSS 31, 1982, #146. World cruiser, Ryder Corporation Airex cored hull. New sails, roller furling, chute, Yanmar 3GMD. All factory options. Extensive ground tackle. Numerous spares, documented, excellent condition. E14, Emery Cove. \$42,500. (925) 228-8307.

BABA 30, 1979. New bottom paint, beautiful teak interior, cutter rigged, solar panel, Volvo diesel, sleeps 5, VHF, GPS, 406 EPIRB, roller furling, Monitor windvane, pressure water & more. Must sell, moving to the East Coast. \$41,500 obo. Call (707) 374-5721.

PEARSON 30, 1975. Great boat with complete blister job. Knotmeter, depthsounder, VHF, cassette with AM/FM, dodger, BBQ, 4 headsails, Atomic 4. Last hauled & painted 6/98. Sails great. Fun boat on San Francisco Bay. \$12,500. Call Greg at (530) 891-1206.

HENDERSON 30, 1997. Like new, all factory extras. KVH power winch for lifting keel. Hall Vang. Trailer, 9.9 hp built-in outboard, tapered spinnaker sheets, rigged for ramp launching. Full sail inventory. Race ready. \$82,000. Please call (504) 641-0952.

ISLANDER BAHAMA 30. Get a jump on summer with this great boat. New bottom last year, dependable Atomic 4, radios, gauges, etc. Loads of room. This 1979 is priced right at \$14,000 to move fast. Call now for details (415) 531-4984.

RAWSON 30. Well loved cruiser, hauled annually. All lines lead aft. Sail inventory includes genoa & chute. Well maintained 22 hp Palmer. 3 anchors. Factory finished interior with dinette. 6' 3" headroom. Full size head with holding tank, macerator. 12v/110v refrig, DS, VHF, BBQ. \$15,000. (415) 332-3675.

KNARR 30. New June 1998: hauled, inspected, bottom paint, Mercury outboard, re-stitched full canvas boat cover. New 1997: standing & deck rigging, sails, fastening, hull varnish. Alameda berth. \$8,500 or 50% buy in at \$5,000. Sails beautifully. Call for details, (510) 522-2413 or (510) 593-1032.

OLSON 30 WITH YARD TRAILER. Dry sailed, Santa Cruz, double spreader rig, 8 sails, needs TLC. \$10,500. Bill, (408) 686-1902.



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(510) 522-2705

CATALINA 30, 1995. Universal 23 hp diesel 85 hrs, 110% furling genoa, full batten main w/Dutchman. VHF, AM/FM cassette, propane stove/oven, h/c pressurized water, refrig, very clean. \$54,500. Call (925) 778-0851, please leave message.

NEWPORT 30, 1984. Custom open transom, teak platform, tiller, refrig, propane stove w/oven, Universal diesel, VHF, KM, DS, compass, roller furling, autopilot, dodger w/full enclosure, 5 sails. \$25,000. (510) 290-1179.

CATALINA 30, 1977. Extremely clean inside & out. Excellent condition. Beautifully restored salon. Roller furling, Atomic 4, tiller, new autopilot & lots of sails. White w/red trim & black canvas. 3/4 winter canvas cover & summer bimini cover. \$18,600. (209) 957-0854.

CATALINA 30, 1978. Excellent condition. North sails, 3 jibs, Signet instruments, CNG stove, Yanmar diesel, wheel steering, Barent winches, refrig, battery charger. Best Catalina for the year & price. \$19,500. (415) 454-1712.

OLSON 911SE, 1989. High performance racer/cruiser in good condition. Easy singlehand. Diesel, wheel, Harken roller furler, battery charger, h/c water, KM, DS, whisker pole, cruiser main, 110% & 95% jibs. Portland, OR. (no sales tax). \$29,500. Jeff, (503) 641-9161 or jeff@iqa.com

SAN JUAN 30, 1978. In beautiful condition & priced to sell at \$12,500. Great club racer & weekend cruiser. Atomic 4 in excellent condition with lots of sails. Give your competition fits with this boat! Mike, (707) 747-6635 or comeliavi@earthlink.net

OLSON 30, 1980, HULL #50. Excellent condition. 3 time National Champion. Faired bottom. New main, genoa, 6 poly spinnaker. Many other sails. 1999 custom trailer. 4 hp Merc outboard. VHF, Loran, Signet instruments. Fairly priced at \$17,900 obo. Please call (801) 298-8838.

ISLANDER 29, 1967. Plastic classic. Dinette, full set of sails, propane stove with oven, autopilot, VHF, DS, KM, cockpit cushions, Atomic 4 needs overhaul, Suzuki outboard mounted. Nice looking boat that sails well. \$8,600. (530) 885-3421.

LANCER 30, 1978. Clean, well balanced, great for family or singlehanding. Roller furling jibs, full batten main, spinnaker, new Volvo diesel, wheel steering, VHF, GPS, extra fuel & water, good ground tackle. \$18,000. Please contact Tony at (925) 777-9564.

CS 30, 1988. Canadian built, diesel, roller furler, selftailing winches, h/c pressure water, wheel steering, great sails, cruising spinnaker. Nice lay-out. \$34,900 obo. (510) 261-0575, Ken eves.

CAL 29, 1974. Tiller, Atomic 4. New interior, 7 sails, autopilot, Loran, set-up for singlehanding. Kappas Marina berth. Race or liveaboard. Call: (707) 546-0226 days, (707) 578-8968 eves.

C&C 29, 1978. Main, 95%, 130%, 150%, spinnaker. Harken furler & standing rigging new 6/97. Lines aft, ST winches in cockpit, WS/WP, KM, wheel, shorepower, Yanmar diesel, Racor fuel filter, Martec folding prop. \$19,500. Please call (650) 358-0774.

LANCER 30, 1980. Diesel, wheel, VHF, North F/B main, 90% & 150% roller furling jibs. Rigged for singlehanding. Many, many extras. Sweet sailing boat, great for Bay & Delta. Fine condition. Original owner. \$17,000. (415) 982-6577.

CATALINA 30, 1977. Well maintained Atomic 4, low hours. Wheel steering, 110/135, new main, new mast, all new standing & running rigging. Simple but clean. I have a new boat. Bargain at \$12,000 obo. (707) 745-2645 or garycic@earthlink.net

RANGER 29. Dark blue hull, 1973 beauty. New Harken furling, Autohelm wind, depth, knot, fresh bottom, VHF & engine instruments. Lines aft, 2 speed winches, spinnaker & pole. Lifesling, enclosed head, 2 Danforths. \$12,500 obo. Tim at (925) 846-6452.

HUNTER 30, 1978. 12 hp Yanmar diesel, wheel, hot pressure water, roller furling, new 130 jib, new headsail, new bottom paint, Lewmar winches, interior like new. \$21,000 obo. (707) 645-7057, Alameda.

31-FT MARINER KETCH. Perkins 4-107. Great liveaboard, well laid-out, mahogany interior. VHF, DS, KM, KL, solar panel. LP range w/oven. Extensive ground tackle. In La Paz. \$19,500. Phone (011) 52-112-73229 for details.

CAL 29. Clean boat, epoxy bottom, no blisters. Rebuilt Atomic 4 with less than 20 hours, up-graded standing rigging, all lines led aft, 6 winches, 2 speed primaries, VHF, Signet speed/depth & lots-o-gear! Alameda berth. \$13,500. Please call, home: (510) 522-5764 or work: (510) 486-7886.

ISLANDER 30, 1971, MKII. With dinette, sleeps 7. Heavy-duty offshore race boat. Fresh main, jib, 2 genoas, spinnaker. Rebuilt gas Atomic 4, reliable. Alcohol stove with broiler. VHF, ground tackle, safety equipment. \$14,999 obo. Contact (415) 313-4224, leave message.

J/29, 1983. Fractional. Kevlar main, #1, #3. New Technora running rigging. New standing rigging. Set-up for shorthanded or crew. Honda o/b. \$21,000. (510) 848-4739.

SANTANA 30/30 GP, 1984. Excellent condition. Great boat & well equipped for Bay & offshore sailing, singlehanded or crewed. See at Fortman Marina, G18, Alameda. (408) 354-4729 or email: TheJunges@aol.com

CHEOY LEE 30 BERMUDA KETCH, 1962. Teak hull, Volvo 2 cyl diesel. 90% restored. New electrical, deck, full boat cover. Recent haulout. Trade, cash, or what have you? (415) 931-6058.

BODEGA 30, 1976. Burns designed world cruiser. Beautifully crafted. Great opportunity for couple or individual ready to go cruising. Solid construction, oversized rigging, 4-person liferaft, radar, Autohelm, Zodiac, anchor windlass, solar panels, Force 10 heater, GPS, VHF. \$36,000. Please call (415) 882-9201.

CATALINA 30, 1982. Excellent condition. 7 sails including almost new Sobstad Genesis Platinum main & 155. All spinnaker gear, dodger, wheel steering, epoxy bottom, stern pulpit ladder. Very fair bottom. \$21,500 obo. Ready to race or romance! (510) 237-5517.

BENETEAU F310, 1993. Estate sale, original owner, like new. Only 200 hrs on Volvo 2002. Main w/lazy jacks & double reef, 135%, 95% with roller furling, Lewmar & Harken deck gear. Sleeps 6, beautiful interior - cheery w/teak. \$51,500. Pt. Richmond. (415) 479-2974.

CAL 29. This is a fun boat in excellent condition. New main, batteries, many extras. 7 winches, lines led aft, 3 headsails, spinnaker, VHF, DS, KM, AM/FM cassette, Atomic 4, tabemaded mast. Well maintained. \$15,500 obo. (831) 726-1920.

32 TO 35 FEET

ALBERG 35, 1965. 9 sails including storm trisail w/mast track, diesel, propane oven, Paloma hot water, windlass, 150 ft chain, 35 CQR, refrig, hardtop dodger, selftail winches, covers for all wood. Two 10 year owners put a lot of care into this boat. \$35,000. (360) 385-0825 WA.

HUNTER 34.5, 1985. Whale watching when you want! Great for singlehanding with wheel helm, roller furling, rigid vang, lazy jacks, Yanmar 27 hp, hot water, VHF, sleeps 7. Proven coastal/ocean cruiser. Rare Monterey berth included! \$44,500. Partnerships considered. (831) 622-7795.

RUGGED OFFSHORE CUTTER. Steel, 33' x 11' 2" x 5', 18,500lbs, Shannon/Evans design. Mexico, Hawaii, Marquesas & Alaska vet. 7 sails, 30 hp Perkins diesel w/low hrs, spray foam insulation. USCG documented. \$28,000. (503) 234-6791.

FEATURED IN FERANCE MATE'S, World's Best Sailboats, 1981 Freedom 33 cat ketch with carbon fiber masts, all new canvas, completely equipped for liveaboard & cruising. Spotless condition. \$59,000 obo. Loraine, (253) 627-8830 or Loraine-sea@juno.com

BALTIC 35, 1986. Performance racer/cruiser. Great aft cabin. Light use, many upgrades. Teak cockpit & bridgeway. New non-skid. For sale at \$85,000 obo. Call (408) 544-5757.

32-FT TWO CABIN, MID-COCKPIT. Wheel, dinghy, motor, generator, extra engine & transmission, 6 ft headroom. Legal liveaboard. Just surveyed. \$23,000 obo. (510) 548-6655.

SANTANA 35, 1983. One of the last built. Very good condition, full interior in place. New cushions, lots of sails. 11 ft Avon included. At South Beach Harbor. Cruise it or race it. \$29,500/offer. (650) 464-3745. jstine@worldnet.att.net

ISLANDER 32 SLOOP, 1978. One owner, Tahoe 16 years. Like new condition. Beautiful teak/oak interior. H/C pressure water, dodger, cockpit cushions, CNG stove, 24 hp diesel, four sails, one MPS. Berthed in Sausalito. \$33,000. Please call (775) 826-1422, collect.

CATALINA 34, 1987. Immaculate. New dodger, canvas, varnish & halyards. Furling jib & genny. Cruising chute w/sock. Windlass, radar, wind, speed & depth. Refrigeration. Stereo, cockpit speakers & cushions. Under 600 hrs. \$53,000. Call Burt eves at (916) 421-7804.

YOUNG SUN 35, 1980. Cruising sailboat in excellent condition. Located Marina San Carlos, Son., Mexico. \$59,900. (415) 902-5186. Email: xalatlac@earthlink.net

35-FT FUJI KETCH, 1974. PROJECT BOAT. Mexico veteran. Classic fiberglass bluewater cruiser with teak interior, full keel, wooden masts, wheel steering with worm drive, diesel, sails, dodger. \$19,000/offer. Must sell. Located Tucson, AZ. (520) 575-8469.

DOWNEAST 32. Large comfortable cockpit. Roomy & loads of storage. Propane 3 burner stove with oven. Pressure water in galley & head. Sleeps 6 in 3 cabins. Priced for quick sale, \$31,500. Phone: (925) 945-7108.

COLUMBIA 5.5, DEMI-ONZE. 9 boat fleet. Updated hardware, light/heavy air mains & jibs, reaching/running kites (sails built '98/'99). Refurbished interior, cockpit cover, faired bottom & keel in 1998, white with red stripe. \$9,500 obo. Contact Mike: m.rettie@worldnet.att.net

ERICSON 35, 1975. Fin keel, large cabin model, good liveaboard/cruiser. Recent tune on Volvo 25 hp diesel, new bottom, cushions, batteries. 7 bags, wheel, autopilot. \$21,900 obo or trade up plus cash. (562) 983-9033.

RANGER 33, 1974. New rigging, thru-hulls, roller furling jib, new instruments including wind, speed & point. Atomic 4 in good condition, surveyed 15 months ago. In Ballena Bay. Clean boat, great value. \$24,000. Please call (510) 628-4105 or (925) 829-3049.

Photo Ads?
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ORION 35, 1979, SPARKMAN & STEPHENS sloop. Propane stove/oven. Teak interior, hot/cold water, icebox, chart desk, sleeps 6. International diesel, 24 hp, fresh water cooled. Edson steering, VHF, Loran. 2 anchors, rode. Dodger. Pineapple sails: main, jib, genoa, spinnaker & gear, blooper, storm jib. Elliot liferaft. Lewmar winches, Martec folding prop, Danforth, compass, boarding ladder. Surveyed 7/97. Hauled & bottom painted 3/99. Many extras. \$34,500. Alameda Marina. Original owner. (925) 254-3520.

EXPRESS 34, HULL #3, MARRAKESH. Excellent condition, new bottom 11/98, too many items to list. \$62,500 (earthquake proof). This is a ready to go great boat! Please call Bill at (650) 592-4572 or email: marakeshp@aol.com or send fax to: (650) 592-1918 for complete inventory.

33-FT HANS CHRISTIAN, 1985. Exceptional condition. Yanmar diesel (550 hrs), windvane/autopilot, solar panels, Profurl, heavy ground tackle, full instruments, dodger, lee clothes & awning. New bottom '99, new domestic systems '98. \$112,000. Days, (310) 216-5700 x1303 or eves (310) 827-2791.

33-FT TARTAN 10, 1979. Rebuilt Farymann diesel, 2 mains, 3 spinnakers (3/4, 1/2 oz), autopilot, depth, knot, new batt. Daysail or race, not very suitable for cruising. Asking modest \$9,500. Jeff, (415) 331-5515 wk or (510) 236-7223 hm.

B-32, HULL #7, 1996. Pristine condition. Proven winner. 9 nearly new sails, o/b, KVH Quadro, new bottom paint, faired keel & rudder, many extras. Reduced \$6,000, asking \$69,750. (310) 373-4455.

WESTSAIL 32. New sails, 100 hrs on rebuilt Volvo diesel, solar panels, VHF, GPS, EPIRB, DS, propane SS stove/oven, Tillerpilot, Aries windvane, 4 anchors, windlass, dinghy & 6 hp Yamaha, much more. Presently cruising Australia. \$38,500. Email: lawfly@hotmail.com

HUNTER 34.5, 1986. Sparkling condition, great liveaboard. Roller furling, rigging led aft for singlehanding, dodger, Yanmar 27 hp, h/c pressure water, V-berth with new latex mattress, rear aft cabin, rustic teak interior with standing headroom throughout. \$45,000. (510) 409-3465.

WESTSAIL 32. Ready for cruising/liveaboard. Factory plan, immaculate. Beautiful interior, electric head, shower, h/c pressure. Much more! \$54,900. Call (510) 331-7145. All details, photos, Westsail history: www.moonbase.com/cc/wings/

MARINER 35 KETCH. 1964 William Garden classic, built in Japan. Mahogany on oak, copper riveted & bronze fastened hull. Full keel. Perkins 4-107 diesel. Varnished mahogany house sides, taft & cap rails & interior. Complete galley with propane stove & oven, small refrig, pressurized water system & hot water heater. Great liveaboard. In Emeryville. \$24,500 obo. (530) 753-1228 or debrals@pacbell.net

CATALINA 34, 1986. New dodger, 135% roller furling, radial gennaker with sock, full cabin cover, Autohelm 3000. Wind, speed, depth, Apelco radar, stereo, TV, CNG gas stove, diesel engine. Hauled June '98, at Stockton Sailing Club. \$55,000. Call Scott at (209) 522-6724.

YORKTOWN 33. Spacious, beautiful interior. Bluewater sailer. Totally outfitted for cruising, including: Aries vane, Zodiac hard cased liferaft, Dickinson Newport heater, excellent British Leyland 30 hp diesel engine. Sail inventory also includes storm trisail, storm jib, cruising spinnaker. Running rigging new, rigged aft to cockpit. 60 gal of fixed water tankage, all new standing rigging with Norseman-style fittings. 35 lb CQR w/280 ft 5/16 BBB chain w/300 ft rode. Much more. Documented, surveyed, fully insured. Cruise ready. \$27,000 obo. (619) 925-5247.

32-FT CLIPPER MARINE KETCH, 1975. Project boat, needs work, center cockpit, rear aft cabin, wheel, 9 hp Yanmar diesel, 3-1/2 ft draft. Perfect family & Delta boat. \$3,995 firm, as is. Please call (650) 637-8685 eves.

32-FT STEEL CUTTER, 1990. 20 hp Albin diesel, propane stove, frig, water heater, wood burning stove, holding tank, VHF, windlass. Strong, beamy, comfortable liveaboard. Potential cruiser. Serious inq only. \$18,000. (415) 956-2528.

WESTSAIL 32, 1979. Factory interior. Tanbark sails. Well maintained & clean. Winner Best Boat '96 SF Westsail rendezvous. Dodger, Aries, VHF, depthsounder, knotmeter/log, SS boomkin, boombrake, selftailing winches, running backstays, solar, cruising spinnaker/dousing sock, storm jib, 6-man Avon liferaft. Jacklines, Ampair 50 wind/water generator, refrig, Balmor 105 amp alternator, Cruising Design Smart regulator, 45 lb CQR. Well canvassed. Propane stove/oven, 80 gal water, 60 gal fuel, Volvo 37 hp w/690 hrs. \$49,500 obo. No brokers, no lookie-loos. Will consider trailerable, smaller sailboat as partial payment. Mike, hm (707) 649-0775 or wk (707) 446-5966.

32-FT KNOCKABOUT SLOOP, 1914. Port Orford cedar on oak. Fast, fun Bay boat. Master Mariners member. Must sell. \$5,000 obo. Please call Kay, (415) 305-5591.

OYSTER SJ-35 HUSTLER, 1984. Great racer/cruiser for Bay or ocean. Looks good, sails good. Excellent condition, Yanmar, Max-prop, propane stove/oven, kerosene heater, B&G, lots of sails plus usual goodies. \$37,500 or trade down. Contact (925) 254-0881 or BKeith97@AOL.com

NEWPORT 33, 1984. Radar, Loran, VHF, depth, knotlog, Autohelm 3000, roller furling, 4 sails, refer, freezer, microwave, h/c pressure water, CNG 3 burner/oven. \$39,000. (510) 532-6376, leave message.



CLIPPER MARINE 32, fiberglass sloop, 1977. Yanmar diesel, 6 ft headroom, excellent condition. Also, Catalina 22 with trailer. Two boats & trailer only \$9,700. (650) 369-6869.

35-FT SPARKMAN & STEPHENS SLOOP, 1979. Built by Hughes in Canada. Fast, fun, comfortable & well built. Great liveaboard. H/C pressure water, refrig/freezer, TV/VCR, stereo, microwave, VHF, AP, beautiful interior with standing headroom throughout. Over \$20,000 spent on major refit over last 4 years including new: standing rigging, Volvo-Perkins 25 hp diesel, 40 gal fuel tank, Saildrive, head, holding tank, propane stove/oven, compass, GPS, knot/depth meters, upholstery, running lights, 10.5 ft Achilles inflatable w/5 hp Yamaha outboard & more. Sail inventory includes: main, jib, genoa & spinnaker. Sailed extensively throughout west coasts of Canada & the U.S. & ready to go again. Nearly \$60,000 invested. Excellent value at \$35,000. Please contact Eric at (510) 273-2077 days or (510) 865-3579 eves. Serious inquiries only, please.

33-FT STEEL ROBERTS SPRAY CUTTER, 1987. In La Paz, Baja. 20 hp hardy diesel, Monitor vane, autopilot, GPS, refrigeration, shower with demand water heater, propane stove, windlass, 2 anchors, spray foam insulation, dinghy. Please, serious only. \$13,000. (831) 475-4172.

RAFIKI 35, 1980 SLOOP. New Yanmar FWC diesel. Excellent cruiser or liveaboard, teak deck & interior, stove/oven, water heater, shower, Autohelm 3000 w/vane, 1000 ft depth. August '95 survey shows \$155,000 replacement value. Original owner. Brisbane berth. \$59,000. Please call (408) 867-9202.

J/35, 1988, TERRAPHOBIA. High performance beauty - gelcoat shines! Unique teak interior. Yanmar 3 cylinder diesel, Harken furler, Signet SmartPak, Autohelm 2000, hydraulic backstay, rod rigging, hard vang & lazy jacks. \$75,000. Pt. Richmond. (510) 233-6741 or 388-6741.

COLUMBIA 34 MKII SLOOP. Fully equipped, "low mileage" fin keel cruiser. Wheel, furler, raft, etc. New: Yanmar diesel (110 hrs), 3 burner propane stove, Force 10 cabin heater, charger, inverter, microwave, TV/VCR, autopilot, instruments, Awlgrip hull, head/holding tank, dodger, sail cover, Sunbrella upholstery, rigging & more. Beautiful & very spacious all teak interior with enclosed head/shower. Solid boat that looks good, sails well. \$79,000. (510) 581-6570.



36-FT CHUNGHWA KETCH. This 1977 fiberglass ocean cruiser has many recent repairs including paint above/below, refinished brightwork (lots of teak), survey, etc. Newer 24 hp Yanmar, some rigging needed. Winchester Bay, OR. \$55,000 obo. (541) 271-4472 or captainbogart@hotmail.com for photos.

O'DAY 39 SLOOP, 1982. Fast & comfortable. One owner, Mexico vet, very sharp, clean. 3 staterooms, 2 heads. Rebuilt engine '99, Universal 44 hp diesel, new standing rigging, 2 autopilots, Adler-Barbour refrig, GPS, radar, 130 amp alternator, 4 anchors, EPIRB, roller furling headsail, cruising spinnaker, full batten main, 130% & 150% jibs, lots of spares. \$68,500. (805) 237-0314 or wndrunner@thegrid.net

TAYANA 37, 1986 MK II. Canoe stem cruiser, cutter rigged. New canvas, interior & bottom paint. \$95,500. (310) 833-5976 from 9 to 5pm days. See at http://coopads.com/137

38-FT FERRO-CEMENT SOUTH SEAS sloop, S/V Halcyon Days. Propane stove/heater, radar, VHF, AM/FM/tape, DS, gennaker, Perkins 4-108. Couple has lived aboard 4 yrs. \$38,000. Please call (206) 297-1662.

DOWNEAST 38 CUTTER, 1976. This is the perfect laid back cruising/liveaboard. She's been to Mexico & is looking for new cruising grounds. Lots of new stuff & some old. \$39,000. For more info: call/fax: (707) 946-2329.

TAYANA 37, 1981. Excellent condition, equipped for cruising. Perkins 4-108, 10 sails, liferaft, 406 EPIRB, PS35 watermaker, solar, Monitor windvane, inverter, radar, HAM/SSB, WFX software, printer, full canvas, too much to list. Returning from South Pacific late April. \$99,000. Please call (310) 519-5496.

36-FT MAO TA CUTTER, 1984. Perry design double-ender. Proven offshore. Solid, beautiful, excellent condition. SSB, GPS, autopilot, solar panel, trailing gen, inverter, MaxProp. Avon dinghy. Ready to cruise. Priced to sell, \$88,000. San Diego. (619) 488-8556 or visigoda@aol.com

ESPRIT 37, 1981. Just in time for summer, ready to go! 130 gal water, 45 gal diesel, refrig, EPIRB, Icom, Trimble Loran, Profurl jib furling, Barent winches. Sutter main & 120% new 1995. 150%, 110%, 85%, drifter, all in good to excellent shape. Monitor vane, Alpha autopilot, full canvas cover, 3 anchors & chain, windlass, lots of storage. Long-range performance cruiser. Exceptional value, \$49,950. Great ocean or bay boat. Please call Bob, (510) 787-1949 eves or (707) 486-8413 days.

ISLAND PACKET 38, 1988. Excellent condition. Major refit since '95, over \$40,000 value. Windlass Autohelm 6000, watermaker WaterSurvivor 8011, dinghy davits, radar, power inverter, liferaft, EPIRB 406 Mhz, new cruising sails, auxiliary stainless steel diesel tank 50 gals. Stainless steel arch with 4 solar panels, 4 solar vents, new fiberglass dodger, new bimini, etc. Located in San Carlos, Sonora, Mexico. \$138,000. No sales tax. Call: (011) 52-622-70160 or (530) 257-3948.

38-FT HANS CHRISTIAN, 1978. Bristol condition. Custom interior from factory, 75 hp diesel. Asking \$97,500 obo. (925) 825-6083.

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CATALINA 36, 1987. Excellent condition. Completely upgraded electrical system: Heart 2000 inverter with Link 2000, gelcells, high output alternator. Maxwell 800 windlass with custom stainless bow roller. Autohelm ST 4000, 4-man liferaft, cockpit cushions, propane stove & BBQ with upgraded fuel supply. Dodger with full cockpit enclosure. Adler-Barbour refer with water cooling option, 10 ft Zodiac inflatable with 9.9 hp Yamaha outboard. \$62,000. Days: (415) 339-1242 or eves: (510) 886-1163.

RAFIKI 37, 1978. Well built sea cruising cutter constructed with finest materials. This well rigged vessel offers solid sea worthiness (2 Atlantic crossings) and spacious living quarters. Added electronics: Loran, GPS, HAM, VCR, SatNav, compasses, depthsounder. \$24,000. (415) 824-3325.

36-FT CATALINA, 1986. Autopilot, roller furling, lazyjacks, hydraulic backstay, dodger, WS/KM/DM, stereo, VHF, inverter (800 watt), microwave, RDF, macerator, h/c pressure water, head/shower, stem pulpit seats, BBQ, selftailing winches. Clean! Clean! Moving up. \$62,000. Please call Gary at (707) 422-0411.

CAL 39, 1979. Two private staterooms. Perkins 4-108. Bluewater/coastal cruising ready: roller furling, 6 sails, inner forestay, windlass, 4 anchors include 45 lb CQR primary w/200 ft 3/8 inch chain, SSB, radar, GPS, Loran, Fleming, Autohelm autopilots, NEMA interface cabling, solar, wind generator, hi-cap electrical, dodger, bimini, refrig/freezer, watermaker, TV, stereo. 3 page equipment/refinement list. Extensive refit Svendsens 1995. West Coast references available. Presently cruising East Coast. Always blister-free. \$75,000. Brokers protected. (954) 614-4672 or rogerbohl@compuserve.com

LAPWORTH 36. Sail or potential legal liveaboard. Excellent condition. Documented. New Perkins diesel, new cabin cushions, new cockpit cushions, full boat cover, Loran, VHF, depthmeter, autopilot, club footed jib, spinnaker, 110 power. \$5,600 spent on boat in 1998. \$19,500. Please call (707) 584-0311 eves.

FREYA 39. Cutter rig, large sail inventory, Profurl roller furling jib, Monitor windvane, Benmar autopilot, Maxwell Nilson electric anchor winch, CQR anchor w/300' of 3/8" chain, Yanmar 3QM30 diesel engine. \$69,500. Jim Hogan, (650) 728-9528.

39-FT ATKINS, MARGERY DAW. Hull & decks. Hull fiberglass, decks fiberglass & balsa core. Free or best offer. (650) 493-8763.

NEW 36-FT BRENT SWAIN PILOTHOUSE sloop. Steel hull flame sprayed. Epoxy & LPU paint. Needs interior finishing. Includes engine & accessories. \$36,000 obo. Jim, (209) 825-7999.

SAMPSON 38, 1979, FERRO-CEMENT. Needs finishing. Lots of potential. \$1,750 obo. Please call (916) 485-9910, leave message.

MARINER 36, HULL #1, 1972. Garden ketch design. Immaculate & ready for cruising. Cut-away keel, worm gear steering, Benmar autopilot, 50 hp Perkins 4-108, 75 gal diesel tank, 150 gal watertank, radar, full Signet instrumentation, VHF, EPIRB, liferaft, Mariner furling jib & staysail, storm sails, cruising spinnaker, mast mounted 18 ft whisker pole, New dodger & sail covers, new bottom paint, Simpson davits, Lofrans windlass, 35/45 lb CQRs, satin varnished Makore mahogany interior, pullman berth, huge wet locker, built-in TV/VCR, Adler-Barbour refrig, high water/intrusion alarm, Ampair wind generator, solar panels. Lots of spares, 10 ft RIB, 15 hp Mercury. Located in sales tax-free La Paz, Mexico. \$60,000. Contact (801) 745-4007 or dbhowell@hotmail.com

FREEDOM 38, 1992. New UK sails, 2 spinnakers, Antal system, Max-prop, watermaker, refrig, Autohelm nav center, wind, speed, depth, VHF, GPS, upgraded boom/gooseneck. Used very little. (530) 284-6663. Courtesy to brokers.

TARTAN 37, 1981. Sparkman & Stephens design sloop, 4'-2" draft (board up). Beautiful teak interior (some custom). New hard dodger, Andersen stainless ST winches & B&G instruments. Low engine hours. Rev cycle heat pump, Yanmar genset, Adler-Barbour. Well maintained by 2nd owner. \$75,000. (707) 433-1889. Alameda.

COLUMBIA 39, 1971. Sloop rig. Great liveaboard, spacious, beautiful interior. Atomic 4 engine, new water pump, new stainless water heater. Needs some work. Asking \$35,000, make offer. Please call (650) 728-3901.

ISLANDER 36, 1972. White/blue trim, pre-OPEC, lead keel, no gelcoat blisters, custom cockpit rigged, 2 Barlows 9 Barients. All new standing rigging, Perkins 4-108 diesel, teak interior, extra fuel & water tanks. \$22,500. Call (408) 867-9351.

CAL 39, 1982. Perkins 4-108 w/low hrs, 6 sails, baby stay/running backs, Hood furler, MacPac lazyjacks, blmini, dodger, windlass, Bruce/Danforth, 2 Autohelm 5000 pilots, 110v & engine refrigeration/freezer, radar, Loran, VHF, emergency tiller & rudder. Cruise ready. \$82,500. Please call (619) 755-9233. San Diego.

PEARSON 36S, 1977, KETCH. Baja Veteran, excellent condition, many systems like new, 40 hp Westerbeke diesel. Many extras. \$49,500. Please call (408) 268-4573 or (408) 265-6470.

38-FT CABO RICO, 1979. Cutter, full keel, new canvas, new Force 10 stove, rebuilt engine (5 hrs), autopilot, radar, windlass, hot water tank, dinghy, genoa, spinnaker, stereo, TV/VCR, many extras. \$78,000. (415) 987-1649.

COLUMBIA 36, 1968. Strong, well designed cruiser/racer. Moderate underbody, lead external keel, gas, tiller. Well maintained, upgraded with sails, mast, folding prop, propane stove, dodger, double lifelines, CQR & rode. Transferable slip, SF Marina Green. \$40,000. (415) 563-4421.

TAYANA 37 CUTTER, 1976. For Baja & beyond. Prepped for cruising. 135% & 100% jibs, Famet roller, club foot staysail, Pineapple main w/3 reefs, Sayes windvane, Bruce & CQR anchors on chain, Muir windlass, 60 hp Isuzu, Furuno radar & GPS, davits, 4 battery banks, 100 gal diesel & water tanks. Pressurized & hand pump fresh & salt water, Lectrasan MSD, offshore dodger & weathercloth, fiberglass decks, lead keel. \$69,500. Please contact (510) 864-1471 (Alameda) or email: cambriaus@aol.com

ISLANDER 36. A proper yacht. Diesel, full race sail inventory & rquipment. New upholstery & sail cover. Freshly painted bottom, topsides & deck, mast & boom. New electronics & new port lights. Most ready to sail away! Days (415) 392-8204 or eves (415) 435-0652.

40 TO 50 FEET

MORGAN OUT ISLAND 41.6, 1972. A roomy cruiser with newly rebuilt Perkins 4-108. GPS, 3 autopilots, custom stainless 4 burner stove, 24 mile radar. Well cared for. In San Diego. \$55,000. Documented. (406) 586-3212 or terryj@imt.net

40.5 HUNTER, 1994. Fast, comfortable cruiser. Genset, Autohelm 7000, plotter, GPS, radar, SSB, watermaker, elect winch, windlass, Innerspring mattress, propane, Heart 25, E-meter, 660 amp house, dodger. Boat outfitted in '96-'97. \$145,000. For complete list call (503) 286-9195 or kggreg@compuserve.com

48-FT MARINER KETCH, 1979/96. Fast, center cockpit, ocean cruising ketch. *Pacific Eagle* has had a major refit & is truly ready to go anywhere. New interior, galley, LP masts, rigging, canvas, solar panels, radios, dinghy & much more. Reduced to \$159,900 obo. (805) 320-7435.

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MORGAN 45, 1991. Center cockpit by Catalina. Immaculate condition, 5 kw Northern Lights gen, Grunert cold plate refrig, Webasto diesel cabin heater, furling jib, spinnaker gear with pole, Trimble GPS & Loran, dual VHF, HF, AP, TV, CD stereo, radar, dodger, chart plotter, Datamarine 5000 instrumentation, electric heads & more. All new interior & exterior cushions & mattresses. The works. \$189,000. Please call (415) 371-3444 days or (925) 229-9100 eves.

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CATALINA 400, 1997. Roller furling 90% & 135% headsails, Dutchman flaking system full batten main, fully integrated instruments including Furuno LCD radar, Garmin GPS chart plotter, Autohelm 7000 autopilot, CQR anchor, electric windlass, Alpine CD stereo, cockpit speakers, Horizon Nova VHF, cockpit cushions, full canvas, refrig/freezer. Cruise ready. \$156,000. (916) 652-6386 eves or (916) 323-0624 days.

42-FT WHITBY KETCH, BUILT 1978. Excellent condition, one owner, cruised Mexico '88-'89. Many extras including windvane steering, radar, extra sails, etc. In Delta. \$92,500. (707) 763-7218 for equipment list or: www.netcom.com/~dehaan2

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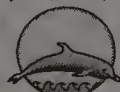
ROBERTS 44, CORTIN STEEL KETCH, 1984. Center cockpit. Propane stove/oven. VHF, sounder/log. 11 sails (some new). Sleeps 7. Strong & well built. Inflatable dinghy with 8 hp. Needs interior finishing. Located Puerto Vallarta. US \$45,000. (BC) (604) 886-8712.

LIBERTY 458 CUTTER, 1983, CHARISSA. Just circumnavigated, could leave again tomorrow. Excellent liveaboard at sea or at the dock. Luxurious interior in superb condition. 2 heads, marble countertops, queen size bed. Loaded with equipment & spares for cruising. Radar, 2 autopilots, 2 GPSs, 2 VHF's, SSB, Weatherfax, watermaker, frig/freezer, electric windlass, 406 EPIRB, washer/dryer, solar & wind power, inverter, TV/VCR, CD player, 4-person offshore liferaft, 12 ft inflatable with 15 hp 4-stroke Honda outboard, 4 sails, whisker pole, 85 hp Perkins, recent epoxy bottom & more. \$200,000 U.S. Arriving San Francisco late March. Contact Robln at 1-403-277-2905 home or 1-403-273-6958 work or Dave in SF, (415) 945-9032.

VAGABOND 47, 1980. World cruiser, completely refit with the following new in last 5 years: complete electronics package, aluminum spars, roller furling, sails, ST Lewmar winches, 5 kw Northern Lites generator, 55 gal per hr Sea Recovery watermaker, AC/DC refrig & freezer, custom elec davits w/11 ft Boston Whaler, custom teak/fiberglass coach top. \$80,000 in creature comfort upgrades, communications & nav equipment in addition to above. Pictures & description at: www.yachts-online.com. Immaculate, must see. \$198,000. San Diego, CA. (619) 691-6930 or Svbrassrng@aol.com

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43-FT STEEL, prize winning boat of the month, *National Fisherman*. Pilothouse, hard chine ketch. Designer Charles Wittholz. Documented fishing boat, liveaboard/yacht. 11 x 14 cargo hold, 4 x 8 hatch. Sails well on all headings. Range 1,800 miles. Still improving. \$80,000. (916) 974-1886.

1984 PILOT HOUSE CUTTER, SATORI. 47 ft LOA. One owner, sleeps 9, 2 heads w/showers. Lying Marina Village, Alameda, CA. Nice liveaboard or cruiser. Lots of goodies. Complete specs and details? Call (541) 947-3330 or email: freeelite@triad.com or URL www.wenet.net/users/mikepatg

HANS CHRISTIAN 43, 1979. Traditional ketch. This is no compromise offshore version with a modified full keel. If you are looking for a vessel that is equipped & ready for any extended passage, this is it. Generator, inverter, large battery bank, refig/freezer, watermaker, water sterilizer, bow thruster, SSB/HAM, hailer, autopilot, plotter, radar, electric windlass, oversize ground tackle, spinnaker, mizzen staysail, storm sails, drouge, sea anchor, deck washdown, full cover, inflatable, outboard engine. \$157,000. Bob, (925) 484-4629.

ISLANDER FREEPORT 41, 1978. Injury has forced us ashore. *Falco Delphi* is the perfect liveaboard. Center cockpit, 4 cyl diesel, 200 gal fuel, 150 gal water, 2 heads, frig, computer station, teak interior, lines lead to cockpit. Asking \$55,000. Contact: (800) 999-1278 ext 130 days or (650) 624-9606 eves.

SUNDOWNER, 40-FT ROUND BILGE steel cutter ketch. Exceptionally maintained serious world cruiser. Antarctic, Cape Horn veteran. For details see Feature Boat, *Latitudes & Attitudes* Jan/Feb '99 issue. Lying Nelson, New Zealand. \$100,000. Contact Rondi at 0064-21-211-3944 or rondij@hotmail.com

CAL 40. Legendary Lapworth design. In beautiful condition with all the goodies. Ready to go anywhere. \$58,000. (408) 293-0397.

OCEANIS 40 CENTER COCKPIT, 1997. 2 staterooms, 2 heads, sailed 2 seasons. Equipment includes GPS, radar, stereo, inverter, autopilot, full instruments, canvas cover, bimini, dodger, plus many upgrades. Would be a great liveaboard. Excellent condition. \$190,000. (925) 362-8362.

TARTAN 41, 1973. Sparkman & Stephens design sloop. A strong, comfortable, easily sailed boat. An offshore performance cruiser. New standing rigging & running rigging, new Harken roller furling, new traveler on mainsheet. \$69,000. For more info call (510) 666-9594 or (530) 752-4836.

50-FT GARDEN-MYHRE MOTORSAILER. Hawaii! Just reduced. *Viking*, world class, 35' on bluewater ketch. 2" Port Orford cedar hull, teak decks, mahogany interior, oak frames, new stainless steel rigging, 1,200 sf sails, singleha. Jer rigged, Grey Marine diesel 85 hp, 5 kw generator, Fremantle autopilot. New microwave & TV/VCR. A-1 furnished home. Enclosed helm if desired. 1998 restoration to 1952 quality. Berthed at Kaneohe Yacht Club, Oahu. Reduced from \$165,000 to only 1/4 replacement cost. Urgency sale by owner, \$120,000. Email: himach@aloha.net or fax to: (808) 235-6825 or phone (808) 235-2553.

51 FEET & OVER

TAYANA 52, 1985. Luxury performance cruiser. Aft cockpit, 3 double staterooms, beautiful & spacious interior. New autopilot & GPS, Kevlar main, Profurl, refer, boiler heat, dodger/bimini. Extensive upgrades & refits. Datamarine instruments, more. Fully outfitted. \$245,000. Contact: davis@coinet.com or (541) 388-8223.

ENCANTO, 60-FT STEEL SLOOP, built in '92 by Serge Testa. Strong, stable, comfortable, well equipped & proven circumnavigator. 12 bunks in 4 cabins. 2 heads with showers, 360 gal water, 160 gal fuel. 100 hp Nissan diesel. Stern cockpit with dive platform, 12 ft dinghy, liferaft, radar, GPS, weather fax, SSB, wind self-steering, etc. \$165,000. Consider trade of small boat or real estate. (510) 883-1337.

WILLIAM GARDEN 51-FT KETCH, center cockpit, 1982. Beautiful wooden-masted, fiberglass hull, traditional, full keel with recently recaulked teak deck & trim. New sails including spinnaker, except battened recut main, good shape. Berths for 8. Fabulous recut interior in "owners" version huge salon. Wind generator, radar, Loran, GPS, Autohelm integrated instruments, overspec autopilot. Sayes Rig selfsteering, hydraulics. 120 hp Lehman diesel, 200 gal tanks. Heart Interface energy management system w/2 alternators. Recent 2 tank propane system installed w/late '997 haulout/bottom paint. Recent survey available. Huge aft cabin has dedicated bathroom with bathtub! Proven cruiser, ready to sail tomorrow. \$150,000 obo. (510) 910-6611. See <http://www.tinkers.com/seastar/SeaStar.htm> or email: ray.thackeray@tinkers.com

SCHOONER CYRANO, 78-FT LOA, 60 ft WL. 150 hp Perkins diesel, radar, 4 cabins, enclosed deck salon, haute cuisine galley, piano. Is light & cheery below. Worldwide cruiser sailed by William F. Buckley. 1963 Longleaf pine on Ironwood. Recent survey, \$80,000 firm. C. Magnuson, 1449 Arlington, El Cerrito, 94530. (510) 236-8238.

IMAGINE, 55-FT LOA, 49-FT LWL, 14-FT BEAM. Located in Nawiliwili Harbor, Kauai. Dry docked. Cosmetic damage from *Iniki*. Would like to sell immediately. Will recondition & deliver. Club racer/liveaboard. Earl, (808) 246-4828.

BENETEAU 51, 1986. Proven cruising yacht & luxurious liveaboard. Cutter rigged with roller furling sails, Perkins 85 hp, 50 amp electrical system by LTD Marine, central heating, electronics, electric & windvane autopilots, dodger & bimini. Recent haulout. Available 5/99. \$205,000. Please call (415) 435-4000.

HUDSON KETCH (51' LOD, 58' LOA). Proven cruiser, liveaboard. Classic style & character. 2 stations, 2 salons, 2 heads, 3 staterooms. Heavy glass hull & decks. All furling sails. Watermaker, covers, generator, Perkins 4-236, autopilot, inverter, cold plates, SSB. Asking \$117,000. Will take best offer. Sausalito berth, many extras & spares. Some trades (power, MS or RE) considered. (415) 331-5251.

CLASSICS

30-FT MONTEREY CLIPPER, 1925. Full electronics, fully rigged. Power: GM 3-71. Still fishing. Well maintained. Berth & locker included with electric & water hook-up. Located Fisherman's Wharf, San Francisco, California. \$25,000 obo. (415) 892-2168.

38-FT MATTHEWS CRUISER, 1925. "You know how to whistle, don't you? Just put your lips together and blow." Sistership to Bogle's in *To Have or Have Not*. Great condition, new power, canvas, paint, varnish, must see to appreciate. Must sell, going cruising. \$25,000, will consider trade plus cash for cruising sailboat 40 ft+. Please call (650) 364-2303.

34-FT SUNSET SAILBOAT, 1937. DeWitt designed (Oakland) for racing. Mahogany over oak, close planked, beautiful shape. Sails (two sets: one canvas). Atomic 4. Best offer. Call Sarah, (831) 502-2982.

40-FT MONTEREY, 1955. Clipper bow, flybridge, aft cabin, shower, head. Grey Marine 3-71 diesel, velvet drive. Runs great. \$4,500. (510) 865-7106.

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40-FT HALLIDAY YAWL. 1927. Beautiful West Coast classic, Vancouver Yacht Club flagship 1940's, recently professionally restored. Carvel planked, yellow cedar on oak, mahogany cabin, 45 hp Isuzu diesel. Moored in Sidney, BC. Much admired. \$39,000. Please call (250) 655-0659.

1929, 65-FT, 14-FT BEAM. Twin 671s, running. \$40,000. 1951, 42 ft, 13 ft beam, Stephens tri-cabin, \$20,000. 1976, 32 ft, 10 ft beam, Chriscraft Romer, steel, twin 454s, \$10,000. 1976, 38-ft, 12 ft beam, Owens, rough condition, new set of ribs, \$5,000. Mike, (925) 210-3031.

MULTIHULLS

MacGREGOR CATAMARAN, 1979. 36 ft LOA, 18 ft beam, 24 inch draft. Two 9.9hp outboards, on trailer. All sails & rigging complete. Anchors, lifevest, etc. New bottom paint. Great shape. \$13,000 obo. (805) 786-4101.

F-31 CORSAIR, 1996. Damaged in 1997, professionally repaired in 1998 with new carbon rotating mast, Spectra jib & schreecher, square top main. Also, new Honda 8hp, GPS, depth, wind, autopilot, stove with oven. 1993 Gaw trailer. \$85,000/ make offer. Bob, (619) 275-2465.

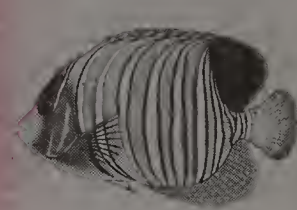
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MARPLES 41, fast cruising tri. West System CC by pro. Sails by Elliot. Cutter rig. Profurl, full batten main. Excellent condition. Equipped for world cruising. Must see to appreciate. \$78,000. Located Newport Beach, CA. Mooring available. Call (804) 725-4628 VA.

F-27 TRIMARAN, HULL #104. Lots of upgrades, flat top main, head, solar panel, autopilot, epoxied hull, galvanized trailer, set up for cruising. Well maintained. Documented. \$50,000. Call Randy at (408) 353-2242 or email for details: randall@alink.net

18-FT NACRA 5.7 CATAMARAN. Excellent condition. Great SF Bay, beach or lake boat. Super fast/easy to sail. Boomless main, double traps, new trampoline. Ready to sail. \$2,300 includes trailer. Call John at (408) 395-9130 or jdoberts@earthlink.net or <http://home.earthlink.net/~jdoberts/nacra.htm>

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CROSS TRIMARAN, 39-FT LOA, 22 ft beam. Cutter head sloop, 4 sails, Yanmar 20 hp diesel. Cold-molded hulls, hard dodger, radar, knotmeter/sounder, Icom VHF, RDF, AM/FM stereo cassette, Force 10 LP heater & stove, AC/DC refig, 4 anchors, life vests & safety gear. New paint (topside, inside & bottom). Ready to cruise/liveaboard. \$59,000 obo. Located in Isleton, CA. (775) 827-3117.

26-FT HUGHES TRIMARAN. Score 5-27s! Fast, stable, easy sailing. Flexible furler, rotating mast, lazy jacks, VHF, KM, like new Honda 7.5, Delta & Danforth anchors, newer tramps, Dutchman sail slides. Launched 1987. Demountable, but difficult. Trailer. \$12,000. (206) 784-2179.

27-FT STILETTO, 1982 CATAMARAN with trailer. New 15 hp L/S. Designed for 22 knots. 13'-10" beam. In water in Tiburon. \$15,000. Please call (415) 383-8730.

38-FT CATAMARAN. Fast, cruise ready, 2 SS sinks, frig, 2 heads, sleeps 6-8, 2 elect start o/b's, Avon with o/b & more! Has sailed the coast & many happy days on the Bay! \$75,000 obo. At Richmond. Herb, (707) 664-1065.

REYNOLDS 21 CATAMARAN. Excellent condition. Trailer, 5 hp w/low hrs, hull graphics, 2 helms person seats, speeds up to 20 knots. 4 narrow bunks, bottom paint, flotation, anchor, 3 sails. In the water in Southern Marin. \$6,995. Please call (415) 383-8730.

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SEARUNNER 37. One of the nicest on Cal Coast. New diesel, LPU. Sailing dinghy. Doctor lives aboard 8 years. Great cruiser. W: (831) 462-6400.

F-25C. Professionally built, carbon/balsa, carbon mast, full set of 3DL sails, 9.9 Johnson, galv trailer. In water four times. Back surgery forces sale. \$84,900 obo. Please call (530) 899-1835, see at: www.c-zone.net/calldriv/

45-FT CRUISING TRIMARAN, 1985. Airex core, flush deck/pilothouse design. Complete refit 1997, Perkins 48 hp, full electronics, autopilot, roller furling, 3 solar panels, 2 dinghies, 8 hp outboard, sleeps 7. Returning from Mexico, turn key - ready. \$125,000. For brochure call: (707) 255-7494 or email: dtorsten@hotmail.com

SEARUNNER 40 TRIMARAN. Excellent condition, comfortable world traveler, completely outfitted for cruising. Located Baja Mexico (save sales tax). 8 sails, Yanmar diesel, electric windlass, 3 doubles, hot shower, refer/freezer. Fresh paint inside/out. \$79,000. Call for extensive inventory, (530) 887-1816.

49-FT CUSTOM PIVER/CROSS TRIMARAN, 1974. Owner/builder, 4 staterooms, inside/outside steering, 65 hp Isuzu, \$85,000. Also, just launched 36 ft Seawings trimaran. Triple diagonal red cedar epoxy. The ultimate 2-3 person world cruiser, \$38,500. Steve, (650) 324-9126.

CORSAIR F-31R, 1996. '96 Season Champ, '98 Double-handed Farallons, '98 cruised Mexico. Carbon spar, 3DL sails, trailer, absolutely loaded! Electronics, sails, head/galley, watermaker. All excellent shape. Own one of the fastest, most fun boats in SF Bay. \$97,500. (415) 721-7245.

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1930 TEAK LAKE UNION 45-FT 8-IN LOA. 85% rebuilt. New engines, generator, props, electrical, fuel tanks, decks, hull. Spacious galley & salon. Sleeps 4. Asking \$95,000. (707) 442-5494.

27-FT SEARAY SUNDANCER, 1997. Mercruiser Bravo III duo prop. 454 cu inch 300 hp. FWC, bottom paint, beige bimini canvas, dual batteries, windlass, vacuum flush head with stand-up shower, microwave, depthsounder, refer, stove, fully loaded. \$55,950. (408) 773-0517.

42-FT MATTHEWS CRUISER, 1956. Very good condition. Going cruising, must sell. Fiberglass flybridge & deck. Excellent Bay cruiser & great liveaboard (with liveaboard slip). Twin 350 Crusader engines ('86). Loaded. \$55,000, will consider trade plus cash for cruising sailboat 40 ft+. (650) 364-2303.

32-FT BAYLINER AVANTI, 1988. Twin Chevy 350s. Low hrs. Excellent condition throughout! Many extras, including custom audio/video system, laser disc, CD VHS hi-fi, sub woofer, full Delta canvas. Bottom painted, major engine & outdrive service July '98. Meticulously maintained. Superb liveaboard. \$36,000. (415) 370-5174.

18.5 FT 1993 ROBALO DEEP V, center console, 150 Merc. Excellent condition w/Escort trailer. \$14,500. (415) 332-8535.

20-FT BOSTON WHALER, 1982. Johnson V4 90 hp outboard. Boat & engine need work. \$750 obo. Contact Harbormaster at (415) 495-4911.



GRAND BANKS 32, 1968. Perfect "woodie" with 120 hp Lehman. Call for details! \$65,000 obo. (510) 865-5495.

26-FT NAVY LAUNCH. Fiberglass w/65 hp diesel, 4 cyl w/velvet drive & V-drive. Wood Freeman autopilot, two 50 gal SS tanks, dry tank. \$2,600 obo. \$1,500 engine & transmission only. Please call (415) 457-3524.

PARTNERSHIPS

\$5,000 + EXPENSES BUYS 1/2 EQUITY in Knarr 30. New August 1998: hauled, inspected, bottom paint, Mercury outboard, restitched full canvas boat cover. New 1997: standing & deck rigging, sails, fastening, hull varnish, ribs. Alameda berth. For details call (510) 522-2413 or (510) 593-1032.

37-FT O'DAY CENTER COCKPIT with gennaker. Large bed & 2nd head in aft cabin. Just hauled, surveyed & engine repaired. Berthed at Emery Cove east of Bay Bridge. Will train & checkout if needed. Accepting max of 3 equity partners at a fixed monthly fee of only \$500 with up front \$5,000. This price includes fee simple slip ownership. Looking for cruising-relaxed individuals. A 60 day mutual "buy-back" option to be included. Dream maker sailing limited partnership. Call Joe for a package. Please call toll free: 1-888-554-1000 or (916) 686-4222.

SKIPPER PAUL BATSFORD WANTS a sharp, energetic female, 25% partner to commercial fish salmon, tuna. Fishing vessel *Dorothy L.*, slip 85 Fishermens Wharf, needs a God-fearing woman to work with. Stop by or drop a line: P.O. Box 464, Sausalito, CA, 94966 or lvm msg at (415) 775-1165.

TRADE

HUDSON KETCH FOR POWER or motorsailer up to 53 ft LOA. (see 51 ft & over). Also, Mendocino river ranch retreat for 40-53 ft power or sail. Roger Perry, (415) 331-5251.

WANTED

EL TORO, FIBERGLASS, CHEAP. But in good condition, complete & ready to sail. For 7-yr-old junior sailor. Will accept a freebie, but sorry, no tax deduction! Chris (415) 383-8200 x 103 office & voice mail.

HELLO BOAT OWNERS! Jane & I are a fun, professional couple that would like to cruise the Delta 1,2 or 3 days. If interested please call. Our questions would be: How long? How much? And see the boat & meet you for information. Call Bob at (530) 478-1598 home or (530) 346-2284 ext 347 work.

12 TO 16 FOOT DAYSAILER, fiberglass hull with one or two sails. Boat must be in good condition, with or without a trailer. Call (707) 747-6115 or email: JFryd@aol.com

EL TORO. Fiberglass, complete & in good condition. Prefer w/flotation. For 10-yr-old boy to learn to sail. Call Steve at (650) 858-2831.

PARTNERSHIP WANTED! 20-year-experienced sailor/mechanical engineer looking for a 32-40 ft sailboat to share use & expenses. Late model, 2 staterooms a +. Very knowledgeable & capable of performing maintenance/repairs. Prefer East Bay berthing. Call Joe at (510) 531-3793 or email: joejooh@juno.com

MERIT 25s & CAL 24s. Spinnaker Sailing in Redwood City is looking to add Merit 25s & Cal 24 MKIVs into the club program. If you have one & are interested in making money with your boat or interested in selling it, call Rich at (650) 363-1390.

STOVE BY SHIPMATE. Alcohol, three burners with oven. Vin, (559) 299-2667 or 12194 N. Armstrong, Clovis, CA 93611.

ARIES OR MONITOR WINDVANE, Survivor 06 watermaker, 406 EPIRB. (707) 584-0311.

PEARSON 323. Top dollar paid for Pearson 323 in great condition with diesel engine. Cabin must be in good shape to please wife. Have \$\$\$ for down and pre-approved loan. Please call Adam at (650) 571-0220 or fax (650) 574-4122.

USED GEAR

RAYTHEON 1200 RADAR, \$450. 6:1 mast climbing rig, Forespar outboard hoist, Barent winch handles, 40A charger, stereos, sailing hammesses, 9" color TV, radar reflector, other sail & electrical hardware. Dave, (408) 326-3762 or stuff@MVCalypto.com for complete list.

NEW ELECTRIC OUTBOARD MOTOR. 12/36 volt. 75 lb thrust. Saltwater model. \$500. Call (510) 769-0602 or (510) 522-5838.

FARYMANN DIESEL R30M with Hurth HBW-10 gearbox 2:1 reduction, in excellent condition. Original owner w/manuals & maint records. Elect or hand crank & watch it run! \$1,275. (408) 727-1600 ext 1512.

1975 VOLVO MD3B with 90 amp alternator. Shows 600 hrs, runs good. Transmission rebuilt 1998. Simpson-Lawrence Hyspeed anchor windlass. Force 10 propane cooktop with broiler. 19 x 11 left hand propeller, 2 blade for 1-1/4" shaft. Please call (650) 948-5619.

FOLDING PROP - MARTEC, 15" dia x 12" pitch x 1" shaft, right hand. \$150. Phone: (415) 435-1707.

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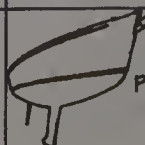
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RENAULT 16 HP DIESEL ENGINE. 4-stroke, twin cylinder. Includes transmission, controls, propeller & shaft. Raw water cooled. Original installation, low hrs & runs good. \$950, trade, obo. Evenings (707) 792-7936.

SAIL/JIB, 150% FOR CATALINA 27, tall rig. New, on boat two times. Too big for us, came with boat. \$450. (209) 795-0694.

9.9 HP EVINRUDE YACHTWIN extra longshaft (1980's) including 5 gal gas can & hose. Needs electric starter. \$500 obo. Fred, (408) 255-0561.

SAILBOAT AUXILIARY MARINE ENGINE. Isuzu 240-m, complete. New when brought from Japan. Rebuilt at less than 1500 hrs. Excellent! Book written to document history. Reduction gear, wet exhaust. Recalibrated. Won't last at \$2,990 obo. Forced sale. Anytime, (209) 668-6265.

NEW LEE SAILS. Main, 44' 6" x 21' x 48' 6". Jib, 52' x 18' x 42'. Staysail, 41' x 14' x 36'. All or part. Call for price. (760) 731-2907.

ENGINE & GENERATOR. 10 hp Volvo MD6A. Runs OK. Complete with panel, \$500. Westerbeke 6.5 BCG gasoline generator. Nearly new. \$2,600. (415) 331-9822.

75 HP EVINRUDE OUTBOARD ENGINE. Great shape. Family summer ski boat engine on fresh water lake. Few hours & one owner. Includes all controls: throttle, key start, steering gear. Just tuned up by professional mechanic. 1978 model. \$1,500 obo. (510) 848-2895.

MONITOR WINDVANE, PFAFF 130 (SEW), Hood jib furl-LD, SSB/HAM, tuner, Spider antenna, SL-555 windlass, 8 hp XLS Evinrude, 6 hp LS Yamaha, 9.9 hp SS Nissan, Avon: Rover & Redcrest, Trace 2kw invt/chgr, survival suit & pack, weatherfax, Walker tafflog, underwater metal detector, Icom handheld, AC/DC/prop frig, 1/4" Sta-locks, 30 ft aluminum rig/jibs. Teak: cabinet doors, blocks, companionway ladder. SS boarding ladder, bow pulpit, dodger frame & more! Trade "Baja Beast" (Transvan in S.D.) for 24 ft FG sailboat anywhere! Will trade or buy quality cruising gear. Bay Area (private). Please(!) call after 9am - before 7pm, (415) 331-7203.

PALMER P-60, runs ex, 800 hrs since complete rebuild, no oil leaks, \$600. 1:1 reverse gear, \$300. Both, \$750. (510) 232-0071.

SPINNAKERS, HEADSAILS, MAINSAILS, from ULDB N/M 68. All in good condition, make great cruising sails or practice sails. Mains & headsails Kevlar. Also misc halyards etc, 2 rudders. Please call (650) 365-8686.

YANMAR 4JH2E 51 HP ENGINE. 3300 hours. Asking \$4,200. Call Barb at Golden State Diesel, (510) 465-1093.

MAST, BOOM, SPREADERS. Spruce mast, 48' 9", boom 16', 3 reefs, hardware & spreaders 4' 2", excellent condition. Make offer. (510) 235-2214.

X-TRONIC, 2 BANK, 25 AMP BATTERY charger with digital volt meter display, \$100. Panasonic 11", 110/12 volt color TV with remote, offer. Wanted: 60 lb CQR anchor in exchange for my 45 lb CQR & cash. Call Chuck, (510) 841-4215.

MISCELLANEOUS GEAR: Hood Sea Furl LD in original boxes, Garmin 45 GPS, 30a shorepower cord, anchor with rode & bag, 10 ft spinnaker pole, West Marine 9 ft dinghy, Nissan 3.5 hp outboard. Must sell, all offers considered. (510) 848-7908 or bci@dnai.com

PATHFINDER MARINE 50 HP DIESEL ENGINE. 1983 long block. Runs good, needs valve job, \$475. Fishfinder Sitec/Honda paper recording, complete, \$125. Days: (510) 653-1755 or eves: (510) 654-9349.

SPINNAKER, TRI-RADIAL, 1.5 oz, luff 44', foot 23'-1/2", good condition, \$400. Norcold refrig unit, new, \$260. Stainless Seaward water heater, new, \$150. 200' 1/4" chain, good condition, \$150. Eagle depthsounder/fishfinder, new, \$150. Please call (415) 383-9557.

WESTERBEKE 30, rebuilt, \$2,500 obo. Volvo MD17 engine with hydraulic drive, low hours. Almost new. Good for trimaran installation, \$3,500 obo. Rebuildable Palmer core complete with V-drive, \$500 obo. Call (510) 919-6842, anytime.

SILICON BRONZE FASTENERS: sizes #14 - #22 in various lengths, highest quality (gov't approved), priced at half of commercial wholesale, limited quantities. Please call (408) 545-1919.

600' X 1/2" SPOOL YALE ULS coded red, \$450. 600' x 1/2" spool yale ULS coded green, \$450. 600' x 3/8" spool yale ULS coded blue, \$260. 600' x 3/8" spool yale vizzion coded black, \$500. 1 each Harken small boat traveler kit, \$175. 2 each Harken #504 3" big boat single blocks, \$100 each. 4 each Harken #1588 mid-range hi-load single blocks, \$60 each. 1 each Harken 42 two-speed chromeselftailing winch, \$800. 5 each 5/8" chrome open body tumbuckles less swage stud, \$45 each. 2 each Spinlock rope clutches XT/3 triples, \$140 each. 2 each Spinlock rope clutches XC/2 doubles, \$135 each. 2 each Spinlock rope clutches XC/1 singles, \$85 each. All items new in box at unbeatable prices. Phone: (415) 332-4205.

TWO LEWMAR 48 SELFTAILING WINCHES. Both in excellent condition. \$2,000 for the pair. (530) 934-0204.

ICOM SSB RADIO ICM 700 - HAM radio IC707 with AH-2 tuner. (415) 331-8153.

SSB IC-735 ALL BAND HF transceiver. AH-2a controller unit. AH-2a tuner unit & marine antenna for sale. Only \$830. Call (415) 289-0819.

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TRAILERS

1989 TANDEM AXLE EZ-LOAD sailboat trailer. Complete with dual tongue set-up, like new condition, fully adjustable rollers. \$1,500 obo. Contact Barrett Linn at OCSC, (510) 848-4200.

MISCELLANEOUS

FREE 14-FT NAVY PUNT. Needs work. Good workboat. Call Harbormaster at (415) 495-4911.

SGC "POWER TALK" SINGLE SIDE BAND radio with antenna tuner. Used once (two weeks) by two little old men on the way to Kaneohe Bay. Price: \$1,900. Call (415) 383-0949, message anytime.

DICKINSON ANTARCTIC STAINLESS DIESEL stove, reliable, \$320. Wallas 2 burner, no flame stove, Force 10 propane cozy heater, stainless, \$300 obo. Wanted: bulkhead diesel heater & 30-40 hp diesel, Ranger 33 110% genoa, new, b/o. 5 ton sailboat trailer for sale or rent. (415) 331-7576.

CLUBS / MEMBERSHIPS

SAIL-SERVICE-SOCIALIZE. San Francisco Bay Oceanic Crew Group invites skippers, crew & apprentices to join one of SF Bay's most active sailing groups. Participate in service, skill-improvement sails & fun sails. For more information call (415) 979-4866.

CLUB NAUTIQUE SINGLE MEMBERSHIP. Full value, \$2,950. Available for \$2,400. Call George at (415) 453-0164 wk or (415) 945-9439 hm.

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SINGLE SAILORS ASSOCIATION, new member picnic. Sail in/drive into Mariner Square, Alameda: Sat, May 15th, 1-6pm. Come check us out & join the fun! RSVP to Jim Butterworth at (510) 865-2511.

CHRISTIAN BOATERS - meet for fellowship in Clipper Cove at Treasure Island on the 2nd & 4th Sundays at 1100. Look for the CBA burgee. Also, Bible study on Wednesday evenings at 1830 in Ballena Bay. Contact (510) 521-8191 or email: xizo@pacbell.net



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BERTHS & SLIPS

36-FT SLIP, PIER 39, San Francisco, for sale. Close-in on C-dock. \$14,500. (650) 948-7932.

PIER 39, 40-FT BERTH FOR RENT. \$250 per month + utilities on (1) yr lease. Good view of city. References. Call days (408) 278-1291 or eves (408) 867-0827. Ask for Bob.

SF MARINA, 30-FT SLIP. Great single finger Marina Green slip near mouth of west harbor, sail in/out. \$160/mo. Here's the hitch: it comes with a boat (see Excalibur 26 listing earlier in classifieds). (415) 955-3569, lv msg.

50-FT X 15-FT SLIP FOR LEASE. 1+ years, upwind, double finger, no surge, close to Bay, modern facility, easy access, deep water, good security. Convenient parking, 50 amp power, no liveaboard. \$300/mo. Emery Cove Marina. Call Jim, (925) 254-5653.

PIER 39 SLIP FOR SALE - 36 ft slip (C dock), 35 years left on 50-year lease. SF views, parking nearby. Direct access to best sailing in the world. Asking \$13,000. Make an offer. Please call Doug, (415) 733-1163 days or (415) 586-7128 eves.

CREW

TALL, ATTRACTIVE, EASY-GOING SWM, 35, NS, looking for a SF, 25-40, interested in joining me for an extended cruise of Mexico & beyond, before returning to the "real" world. My CT 49 & I came down in the '98 Baja Ha-Ha, but are now searching for the right crew before continuing on. You are adventurous, love the water & travel, & have a sense of humor. You may have minimal sailing experience, but more importantly, lots of enthusiasm. Email me at: mike_hibbets@ibm.net

I HAVE A PRISTINE 35-FT KETCH docked at Pier 39 in SF. I need to find local people who would be willing to help in getting the boat fully rigged & ready for long-distance & long-term sailing (my money). The more experience the better, but would be willing to talk with anyone with time, enthusiasm & energy for such a trip. Call Larry at (415) 864-1194.



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CREW WANTED. 41 ft ketch In Tahiti sailing to Hawaii April or May, then to Alaska. You must provide own transport to Tahiti & own board & expenses. No experience, will train. Please contact (707) 537-0533.

CREW WANTED: return 32 ft sloop (August 12, 1999) from Kauai, Hawaii to San Francisco. Boat well equipped w/autopilot, Monitor, radar, GPS, SSB, etc. Will cover airfare & boat provisions for experienced bluewater sailor. (650) 363-4249.

HELMSMAN SEEKS LADY navigator for outrageous sea adventure. Have life jackets & compass & I do dynamite clam chowder. Firefighter, fitness trainer, contagious smile, snuggles, awesome 60. Let's plot a course for happiness & romance. Pier 39, Box HM-11, SF, CA, 94133.

ADVENTUROUS GAL NEEDS CAPTAIN with seaworthy boat for sailing Delta, Bay, warm water Cruising. I'm 5 ft, 110 lbs with a big, happy smile. If you're looking for a joyful, attractive, intelligent woman to love & laugh with, please call me today. (510) 869-4666.

35-YEAR-OLD FEMALE sailing instructor with a love of the sea & the mountains. Looking for a position on a reliable, seaworthy sailboat with a competent captain. I don't smoke & am a social drinker. Email me: mermaid_sail@hotmail.com

CREW WANTED. Cruise around the Caribbean until end of April. Then planning to cross Atlantic to the Mediterranean. 60 ft sailboat, fully equipped & ready for 3 people with lots of common sense. Sense of humor & good health. Shared expenses of \$35 a day, food included. Contact: Fatamorgana1@hotmail.com

SINGLE SAILORS. Skippers, mates, crew (advanced or novice), group sails, raft-ups. Join us at our social & meeting held at the Oakland Yacht Club in Alameda on the 2nd Thursday of every month. Social starts 7pm. For details call Single Sailors Assoc (SSA) at (510) 273-9763 or www.serve.com/oaklandyc/ssa.htm

LAST BOAT PROJECT. Fun lovin', easy goin', sunset chasin', good lookin', sailor & boatbuilding fool (accomplished) SWM, young 45. Needs sail goddess (or reasonable fax), to sail with me & see if the earth is round. Jim, (916) 861-7160.

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SAILOR'S RETREAT, in the Sierra foothills. 3 bdrm, 2 bath, Cape Cod colonial style home located in a gated country club resort community. Enjoy sailing, skiing, fishing, rowing, swimming in our 230-acre private lake. Golf on private course surrounding lake. This home has an engineered passive solar design, unique nautical landscape & many more custom & energy efficient features. Designed & built by a sailor. Asking \$219,000. (530) 268-9311.



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SAILING INSTRUCTORS. We are looking for qualified sailing instructors who would like to teach in the best all round teaching atmosphere in the Bay. We are the oldest sailing school in California and are located in Pt. Richmond, right next to the Richmond Yacht Club where no foul weather gear is needed for sailing. We offer top pay for teaching, very liberal boat usage program and tropical sailing for our instructors. If you love sailing, have good teaching skills and would like to teach sailing either full or part time in the best sailing area in the Bay, call Kirk at (510) 232-8251.

BOSUN, FULL & PART-TIME CREW & volunteer positions. Now hiring experienced crew for 86 ft charter schooner *Ka'iulani*. Good wage & tips. Eam time for your 100 ton license: Drug test req. (415) 331-1333.

MEN & WOMEN SAILORS! Join our team of 27 professionals at OCSC, SF Bay. Best teaching & sailing location on the Olympic Circle. Large & extremely well maintained fleet, flexible schedule, well organized syllabuses & curriculum, great shore-side facility. There are only 3 students per class & certification standards that make you proud to be an instructor. It's exciting work with motivated students & a great team atmosphere with top pay & liberal boat use & privileges. If you have great communication skills, an interest in teaching & excellent sailing & seamanship skill, we would like to talk to you. We will help with Coast Guard licensing & U.S. Sailing Instructor Certification. Call Eamon at (510) 843-4200.

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FREE SLIP FOR LIVEBOARD MARINA maintenance person for East Bay marina. People skills, self-starter, maintenance/construction background a plus. Fax resume to (510) 865-2257.

SAILING INSTRUCTORS WANTED. Spinnaker Sailing in Redwood City has positions available for part-time sailing instructors for both dinghy sailing & keelboat classes. Competitive pay, liberal boat usage & a fun working environment. Please contact Rich or Bob at (650) 363-1390.

HELP WANTED. LAKE TAHOE, CA. Marine Composites Repair Facility looking for career oriented composite technicians. Experienced in: structural repairs, final fairing, gelcoat matching & painting. Possible managerial position in future. Pay DOE & CERT'S. Send resume to: P.O. Box 1830, Tahoe City, CA 96145 or fax resume to: (530) 546-2236.

YACHT CLUB SAILING INSTRUCTOR. We are looking for a qualified sailing instructor to teach at San Francisco's newest sailing program. The South Beach YC Youth Sailing Program is geared towards children, 8-12, with classes held on Saturdays, May thru August. We offer competitive salary & a great opportunity to build a new program. If you love sailing, enjoy teaching & want to spend your Saturdays at the sunniest harbor on SF Bay, call Jerry at (415) 547-7009. U.S. Sailing or ASA certification preferred.

WELDER. SAN FRANCISCO BOAT WORKS wants exp. marine welder/fabricator for SS, aluminum & mild steel. Layout & mech. skills a must. Fax resume to (415) 626-9172. Good wages, benefits & year round work.

FULL TIME DOCK/OFFICE STAFF for sailing club at Coyote Point. Some experience preferred. Good benefits. Call Rick or Bill (510) 865-4700.

IMMEDIATE OPENING FOR A SCHOOL Director at Club Nautique! Applicants should have extensive sailing & teaching experience as well as excellent communication & managerial skills! Fax resume to Rick at (510) 865-3851 or telephone: (510) 865-4700.

MARINE MECHANIC WANTED. Sausalito based engine shop looking for a qualified marine mechanic for engine & related projects on top quality yachts. Please fax resume to: (415) 332-4969 or mail to: Marine Mechanic, P.O. Box 2008, Sausalito, CA 94966.

OCSC MAINTENANCE DEPARTMENT is hiring entry level & semi-skilled personnel for the summer sailing season. Learn more about boat care & sailing skills in one summer then you could in a lifetime. Great environment with free sailing benefits. Come work & learn with SF Bay's top sailing school. Pay \$5.75 - \$7/hr. Please call Barrett at (510) 843-4200.

AFFORDABLE BOATBUILDER(S) NEEDED to finish large 40 ft wood/epoxy sailboat. Presently hull/cabin & some interior completed. Needs rudder, steering, cast lead, engine, wiring & substantial carpentry. Need engine & more. Call/fax Marc at (415) 681-2567. Can be moved.

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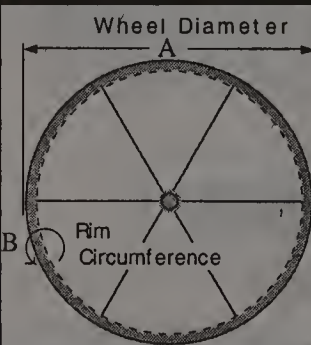
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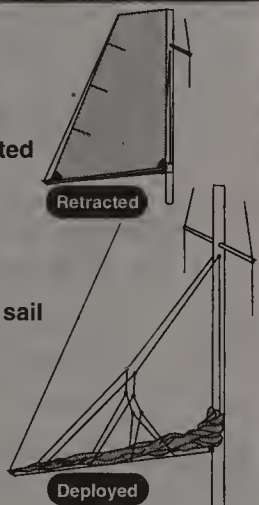
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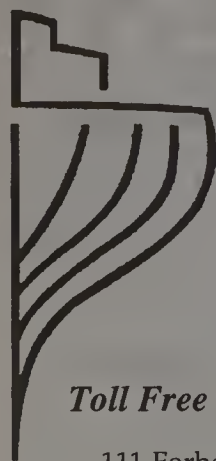
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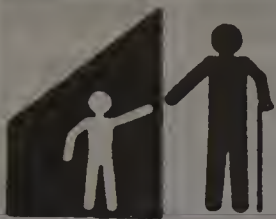
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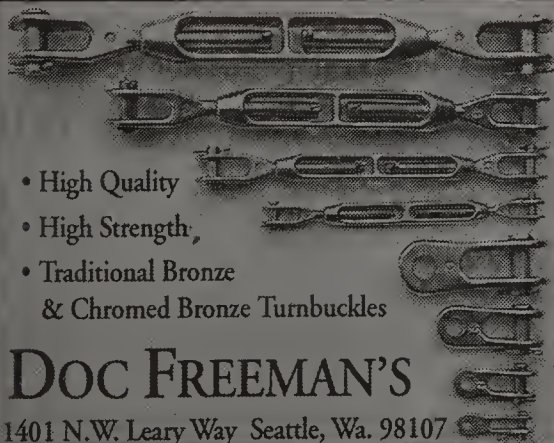


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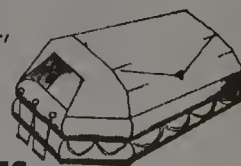
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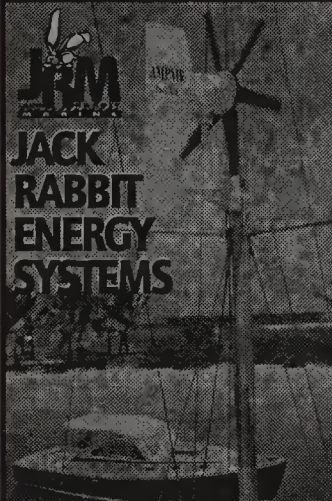
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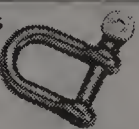
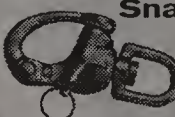
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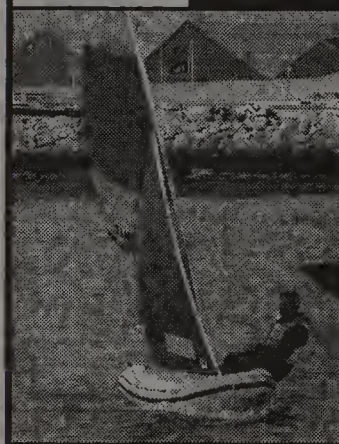
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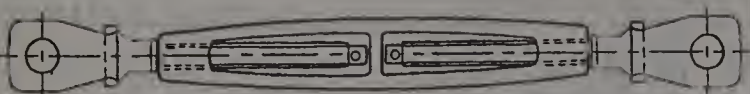


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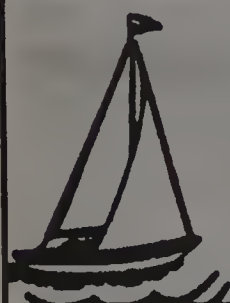


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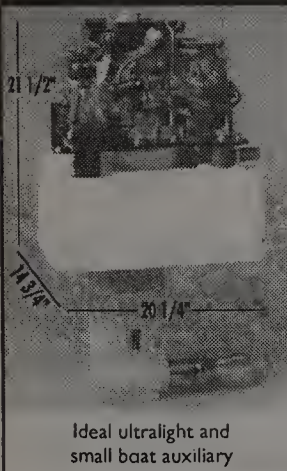
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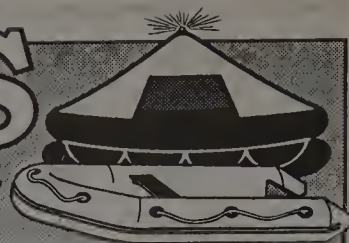
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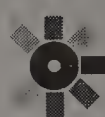
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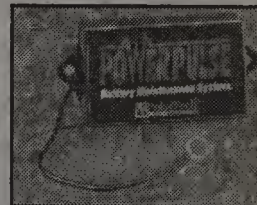
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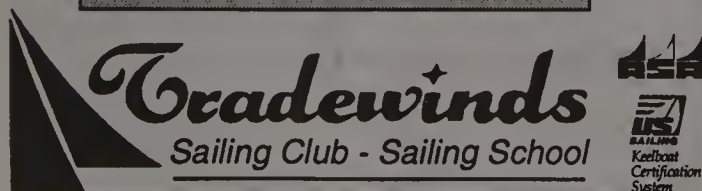
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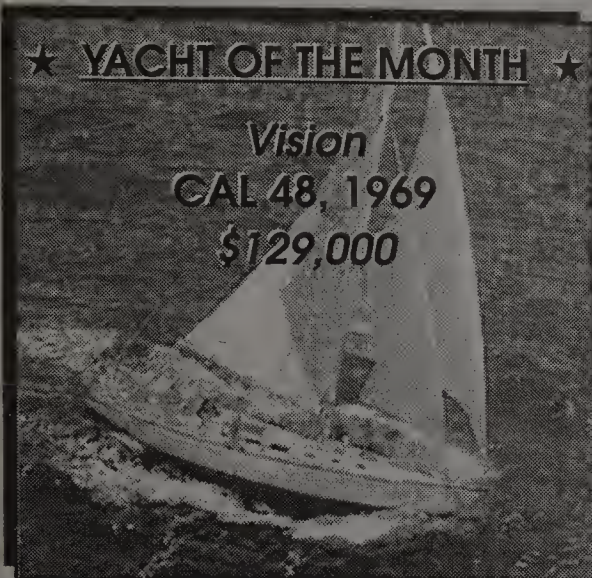
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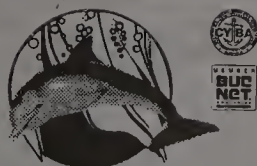
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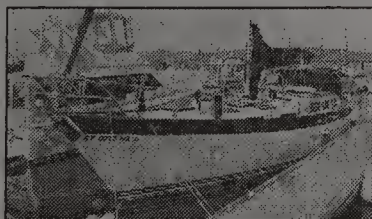
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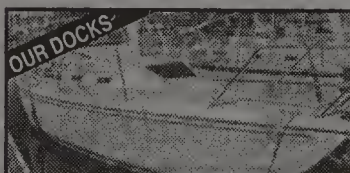
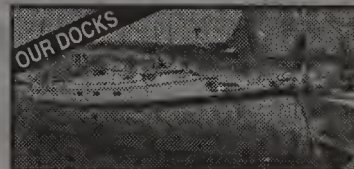


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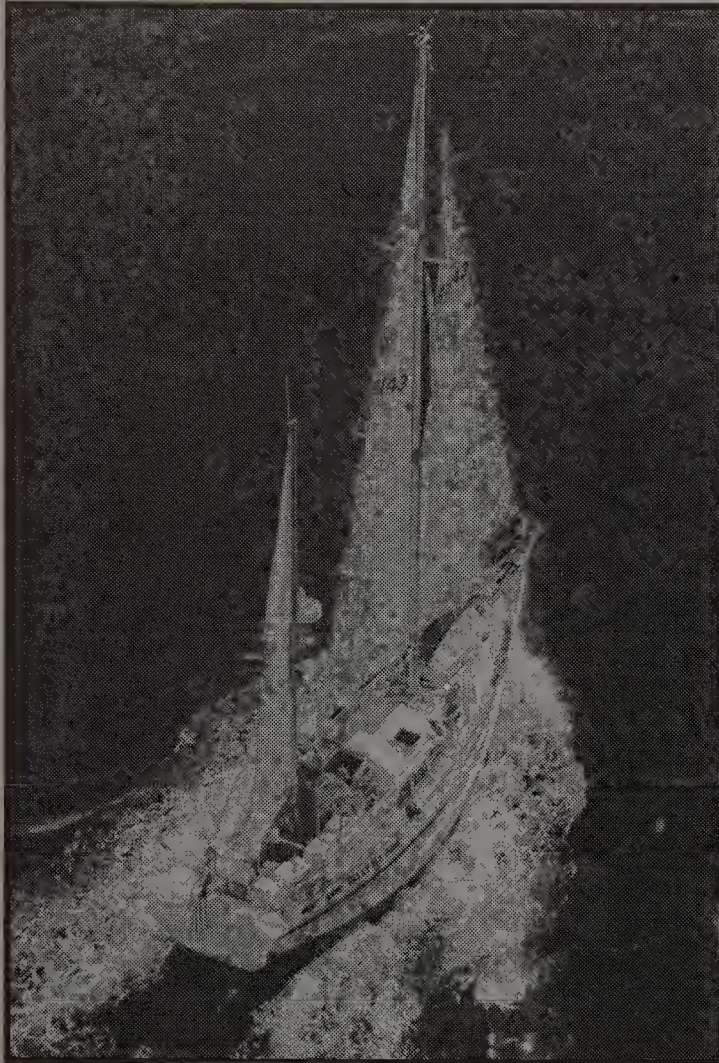
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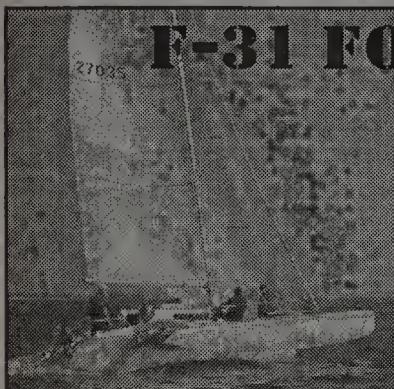
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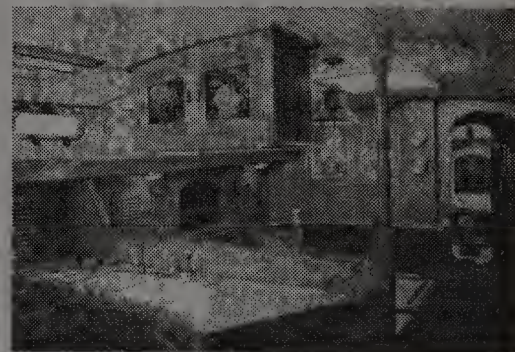
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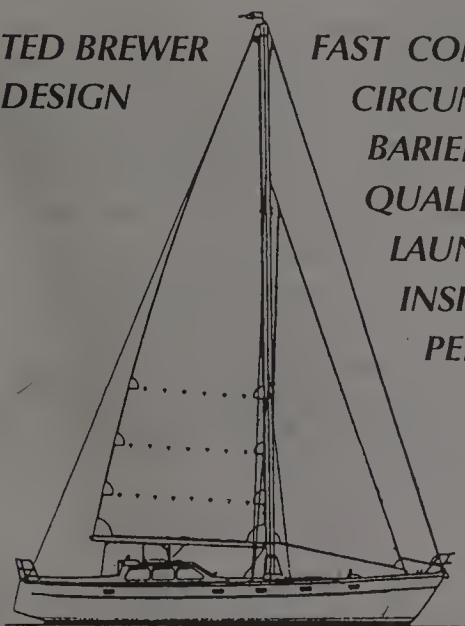
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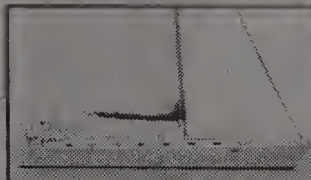
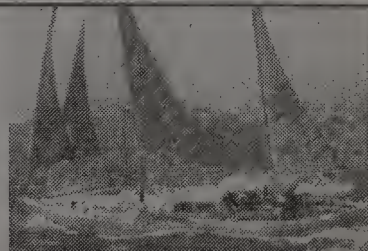


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Comfortable, well equipped bluewater cruiser. All sails roller furling, 80 hp Perkins, Onan genset and much more. (sistership)
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35' CHEOY LEE SLOOP Robb classic design. Excellent cond. All teak. Furling head sails, diesel w/ low hrs, full cover.
Asking \$45,000/offers



35' HINCKLEY PILOT Sparkman & Stephens classic in fiberglass, Perkins diesel. Loaded with gear and well maintained.
Asking \$59,500

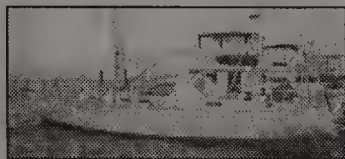
LAGER YACHT BROKERAGE CORP.



63' CHEOY LEE MS. Built in 1983, this ketch has twin Cat 3208s, 2 gens, air cond., updated galley, encl. PH, 4 S/Rs, workshop & spacious salon. Lying SF. Recent price reduction.



47' WAUQUIEZ. Commissioned in '86 and meticulously maintained in excellent condition. 3 private S/Rs, 2 heads, generator, watermaker, elect. winches & upgraded electronics.



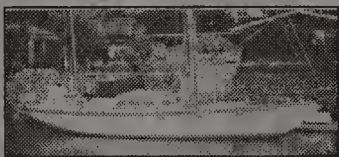
48' JONMERI. Built in 1989 this performance cruising yacht has a slender pilothouse allowing for protected sailing with an unobstructed view. Ready to cruise all oceans.



51' SWAN. Commissioned in 1983, this successful Frers design features owner's aft cabin w/en suite head, 2 guest S/Rs forward. Consistently upgraded; offshore equipped.



54' HUNTER. Built in 1981 *Escapade* features a spacious aft and large forward cabin. Top quality gear, rigged for ease of handling, new custom paint job. All offers considered.



58' ALDEN. Built in 1975 this Boothbay yawl has always been kept in yacht condition. Recent upgrades include sails and electronics. A true bluewater world class yacht.



42' HUNTER. Built in 1993 this Hunter 42 has a spacious interior with open main salon and 2 separate S/Rs both w/centerline queen berths. Fully cruise equipped.



44' NORDIC. Built in 1981, this Robert Perry designed racer/cruiser has seen most of her life in the fresh water of the Great Lakes. Full cruising amenities. Recent price reduction.



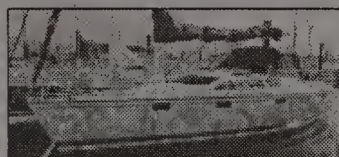
35' SANTANA. Commissioned in 1980, this Santana 35 is offered by her original owner. She is the most consistent winner in a very active racing fleet. She shows clean & sharp!



37' J/BOAT. Built in 1987 this proven performance cruiser offers 2 cabin layout, full galley and nav station. All controls led aft to cockpit. Meticulously maintained, outstanding.



29' ERICSON. Built '77, new engine, transmission and epoxy bottom all done in '98. Many upgrades and shows extremely well. Great Bay boat in exc. cond. Priced to sell.



36' HUNTER. Built '94. She features a large aft cabin and spacious forward v-berth. Plenty of room for entertaining on the Bay or great liveaboard. Rigged for singlehanded sailing.

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41' HANS CHRISTIAN, '84 138,000	45' MULL, '81 127,000
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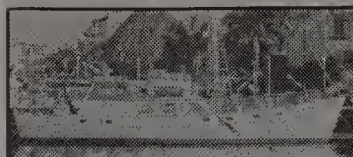
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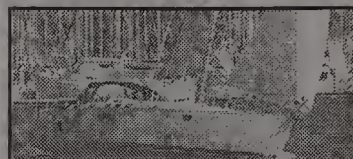


62' DEVRIES MS. Steel hull, 2 staterooms, separate crew quarters, AC, custom electronics. Twin dsls, 3 gensets, inverter. Loose footed main, furling, storm trisail. Very well equipped cruiser. \$295,000.



51' BAREFOOT, '87. Extended cruising w/ excellent performance. Cutter rigged. Lots of offshore gear. \$129,000.

Also: 51' Passport '83 \$275k
53' Spencer '93 \$275k



50' BENETEAU OCEANIS, '93. 4 staterooms w/head, separate crew quarters, AP, inverter, roller furl, jiffy reefing, s/t winches. Excellent performance cruiser. \$274,000.
Also: 43' Beneteau, '85. \$99,000.



37' CREALOCK CUTTER. Cruise equipped, full electronics, new sails '95, running rigging '94, standing rigging '93, MOH in '96. \$99,000.
Also: 37' Tayana. \$110,000.

40' Custom Slip, '90. Unique! \$75,000



37' C&C LANDFALL, '80. New leather upholstery '98, new roller furler & spinnaker '98, new canvas, hull paint '97. AP, SatNav, radar. \$64,900.



37' HUNTER, '85. Cutter rig, cruise eqpd, roller furl. Private aft strm, roomy salon, lg nav station. Well maintained. \$52,900.
Also: Hunter 40.5, '97. Mint cond! \$150k.

1998 SAGA 43 #16

This new yacht has been thoroughly commissioned and shaken down with a 5,000 mile ocean cruise by an experienced yachtsman. Unforeseen personal circumstances force the sale of this highly improved over standard yacht. This boat is immaculate, well equipped and available at a substantial savings of over \$100,000. At our docks and ready to go at \$259,900. Call Ben Oldham.



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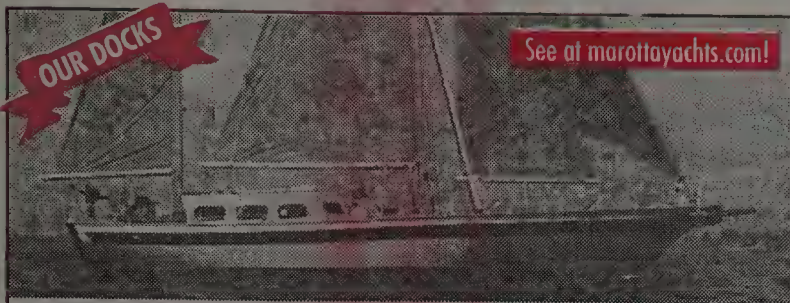
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OUR DOCKS

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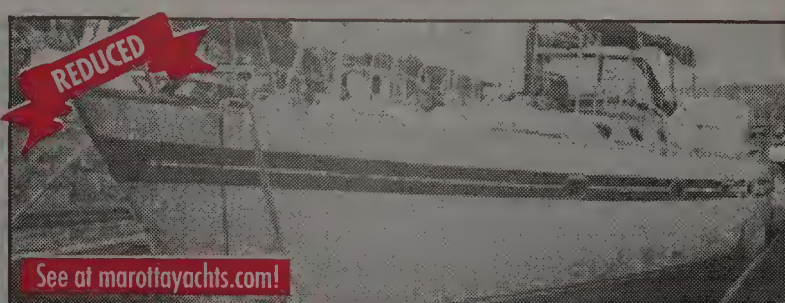


44' ENDURANCE STEEL KETCH, 1984

Built by Arma Marine in England. Cruised extensively from England to New Zealand. Lehman 80hp diesel, 200 gals. fuel, GPS, Autohelm, Aries windvane, Isotherm fridge/freezer, spars gold anodized alloy, 7 berths, Taylor kerosene heating system, Force 10 propane stove, roller furling, round bilge steel ketch designed by Peter Ibold. Wonderful bluewater vessel. Sistership sold for tens of thousands higher. **Asking \$109,000.**

REDUCED

See at marottayachts.com!



55' TAYANA CENTER COCKPIT CUTTER, 1985

One of the best designed and built cruising boats available, only one on the West Coast at present. Spacious interior (aft stateroom comparable in living space and storage to a 70' sailing yacht), classic teak joinery, rugged construction and excellent performance. Full electronics. 135hp Perkins diesel w/stand-up workshop. Three cabins, in-line galley. Downtown Sausalito slip. **Reduced to \$279,000.**

NEW LISTING

See at marottayachts.com!

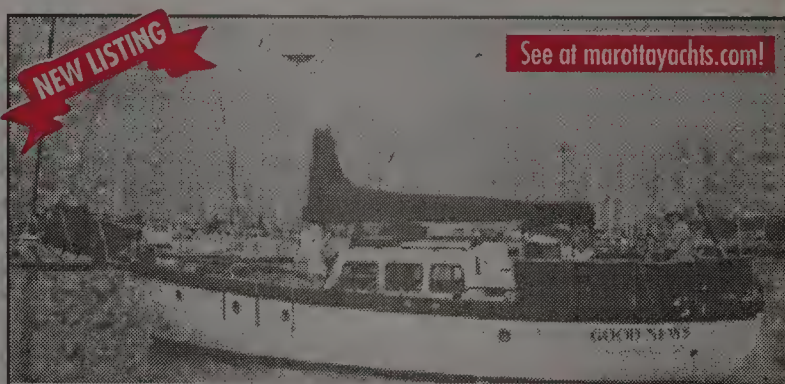


41' CHEOY LEE, 1983

This David Pedrick-designed sloop has just been detailed and shows very nicely. Teak decks, beautiful solid teak joinery below. Twin cabin. Pressure hot & cold water, propane stove, refrigerator/freezer. Universal 44hp diesel. Radar, Aries windvane. **\$96,000.**

NEW LISTING

See at marottayachts.com!



39' LANDFALL PILOTHOUSE CUTTER, 1977

Very rare to find a boat this size with pilothouse and dual steering stations! Powerful hull and very heavily built, 70 hp diesel. Teak decks, high quality teak interior. New jib, other sails in good shape. H/C pressure water, Adler-Barbour refrigeration, diesel stove/heater. Tri-cabin, 6'6" headroom in much of boat. Salty traditional looks; will work well as liveaboard or long-distance cruiser. Just detailed and ready for spring! **\$69,900.**

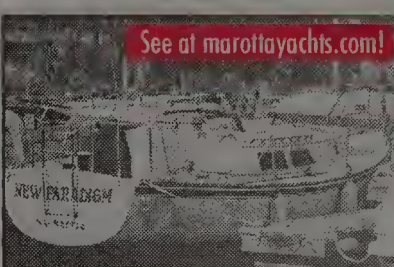
NEW LISTING

See at marottayachts.com!



35' FREEDOM, 1995. This boat is in excellent shape, loaded, is a very popular member of a Sausalito club fleet and has just come on the market. 27hp Yanmar. Full electronics, dodger, carbon fiber keel-stepped spar. Beautiful dark blue hull. Come see why *Sail Magazine* voted this David Pedrick-designed beauty Best of Class for comfort, shorthanded sailing and safety. **\$149,500.**

See at marottayachts.com!



28' NEWPORT, 1986

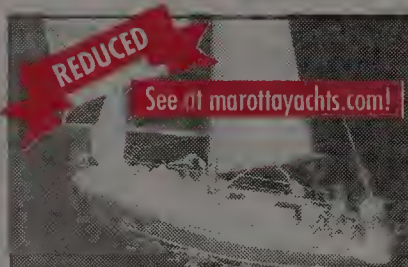
Income potential — boat is in local club.
Diesel engine, roller furler, wheel steering.

Mast and rigging recently refit,
bottom job just done.

**Below market at
\$18,000!**

REDUCED

See at marottayachts.com!



33' PEARSON, 1976

More than \$10,000 spent over last six months — very nice example of this robustly built vessel. New (1996) Yanmar diesel. Profurl roller furler (1998) and extensive sail inventory. Pressure water, cold plate reefer, redone head (1998). Blue hull. Prime Sausalito Yacht Harbor slip. **Just reduced to \$32,900.**

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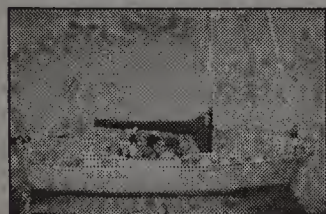
60' LIDGARD
'86 \$300,000
This fine world-class vessel is moored at our docks and is offered at a newly reduced price.



52' PERRY/ANTRIM CAT
'96, \$695,000
High performance cruiser with daggerboards, carbon fiber mast and comfortable 4-cabin layout.



47' ROYAL PASSPORT
'95 \$479,000
A very high quality bluewater boat equipped with everything the discerning cruiser expects.



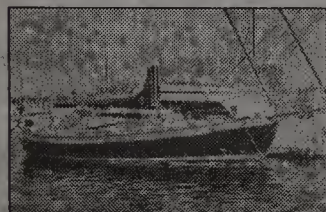
46' KELLY-PETERSON
'83 \$219,000
This one-owner, professionally-maintained KP 46 is worth the trip to San Diego!



THE CATANA 381
Come see the Owner's Version of the new Catana 381 on display at Pacific Sail Expo, Oakland, April 14-18.



48' CHEOY LEE,
'81 \$147,000
Center cockpit cutter with custom transom scoop and gorgeous cranberry red hull.



43' HANS CHRISTIAN, '87
\$219,000
A complete refit last year makes her ready for extended cruising in comfort and safety.



40' PANDA, '81
\$159,000
A very seaworthy double-ender designed by Bob Perry and executed by the revered Ta Shing yard,



38' DOWNEAST,
'78 \$72,000
She shows like a new boat with numerous cosmetic and mechanical upgrades.

CRUISING KETCH - READY TO GO!

Natural High is 47' LOD and 56' LOA

If you are not looking forward to being in a boat yard for a year preparing for your dream cruise this boat is for you.

Mizzen, main and 120 genoa are new and furled. Both Forespar masts, rig and sails are new as of March, 1999. Village Marine 150 gpd watermaker. Hard bottom Avon is on SS powder-coated davits. Ground tackle includes two 60 lb. CQRs on delrin guides, one barrel of chain and 600' of line stored on deck on a SS custom made reel. Plastimo 8-man offshore liferaft. ACR EPIRB is new. Interior is teak with an Ultra-suede overhead and leaded glass in the main salon. The galley is tiled. A 12v Glacier Bay freezer is insulated to R-75 and tied to an AC unit in the owner's stateroom. Heat is Espar 25,000 BTUs. Furuno 1832 radar is new as of March, 1999. 2 VHF's, Icom SSB, 2 GPS's, plotter and CB radio start the list of electronics.

Natural High must be seen to be appreciated. She is located at Svendsen's Boat Works, Alameda, CA. The price is a great value and solid at \$350,000. Replacement is well over \$500,000 and a couple of years of hard work. Go cruising this year on one of the finest cruising ketches on the market.

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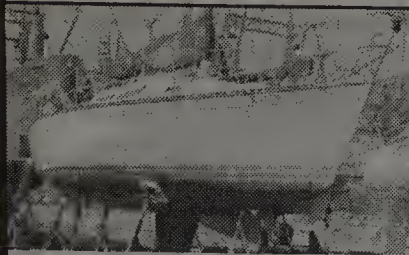
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BENETEAU OCEANIS 510
Surveys as a new boat.
(sistership)
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Shallow draft, go anywhere yacht.
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22'	SANTANA, '69	2,500
25'	MARIEHOLM	2 at 6,000
29'	BUCCANEER 295, '80	9,500
30'	S2 6.5, '78	9,500
30'	SANTANA 30/30, '82	29,500
31'	BOMBAY CLIPPER, '79	25,650
40'	WOOD SLOOP	75,000
44'	CUSTOM	148,000
50'	BEN. OCEANIS 510, '93	274,000
65'	MacGREGOR, '87	118,000
65'	BRUCE FARR CRUISER	444,000

POWER

20'	BOSTON WHALER, '80	8,500
25'	ALBIN, '73	15,000
28'	ALBIN, '99	106,989
30'	SEA RAY, '79	15,000
31'	ALBIN, '99	Call for Price
35'	ALBIN, '99	Call for Price
36'	CHRIS CRAFT Connie, '62	18,000
50'	KNIGHT & CARVER, '77	179,500

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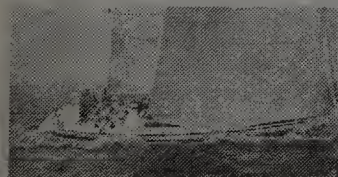
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Santa Cruz 50: Fast is really fun in this speedster. 3DL sails, recent diesel and instruments, original layout \$149,000.



30' Mini Turbo sled: Tall carbon rig, beat sport boats at twice the price. Excellent light air boat. Trailer. \$28,900.



Santa Cruz 52: Very clean, the best racer/cruiser available. Race version, Yanmar diesel, winner. \$399,000.



BOC 50: Past winner, carbon mast. New main and jib, very well thought out, water ballast, sleeps one. \$199,000.

70' Andrews, race or cruise	\$650,000
70' Santa Cruz, extremely clean	\$439,000
MERLIN, turbo + canting keel	\$269,000
65' MacGregor Pilothouse	\$195,000
54' Fishing Schooner, diesel	\$195,000
52' Santa Cruz, Full interior	\$610,000
45' Freedom, free standing	\$229,000
40' Gulfstar Hood, centerbrd	\$119,000
40' Santa Cruz, many upgrades	\$115,000

50' BOC By Concordia, NICE	\$199,000
40' Bill Lee ULDB, diesel	\$49,000
37' Brown Trimaran	\$39,900
36' Nelson Merek, Alum frac	\$29,500
33' Buccaneer Tri, trailer	\$22,000
33' Hobie 33, fixed keel	\$19,000
30' Capo 30, fresh water	\$41,000
30' Adhara 30, MORC winner	\$38,995
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36'	HATTERAS, '72	\$64,500
33'	CHRIS CRAFT, '95	\$74,500
31'	CHRIS CRAFT COMMANDER, '70	\$27,500
31'	CHRIS CRAFT, '64	\$11,500
28'	CLIPPER CRAFT, '91	\$34,500
28'	CARVER, '77	\$20,000
26'	SEA RAY, '86	Inquire
25'	FORMULA, '84	Inquire
24'	SEA RAY, '78	\$10,000
24'	CABO, '91	\$39,500

SAIL

37'	BANJER PH, '69	Reduced to \$97,950
35.5'	HUNTER, '93	\$79,500
34'	COLUMBIA, '73	\$25,500
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32'	ERICSON, '73	Inquire
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35.5' HUNTER



28' CLIPPER CRAFT



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CATALINAS: 22', w/trlr, '91...\$12,500
27', diesel, '82...\$12,000
36', new...\$119,000



42' PASSPORT, 1981. Outstanding performance cruiser/liveaboard combining beauty and elegance with rugged offshore sailing ability. (sistership) **\$149,000.**



35' CHALLENGER, 1974 (sistership)
Epoxy bottom job '89. Many structural upgrades '93. Fantastic cruiser/liveaboard. Beautiful inter. **\$38,000**



HUNTER 37, 1982. Great boat for cruising and living aboard. Separate stall shower and quarterberth stbm. New main, dodger, batt. recharger. **\$39,900.**



51' BENETEAU OCEANIS 510, 1993. Professionally maintained performance cruiser in like new condition. Powerful vessel by America's Cup designer Philippe Briand. **\$279,000.**

SELECTED CRUISING YACHTS

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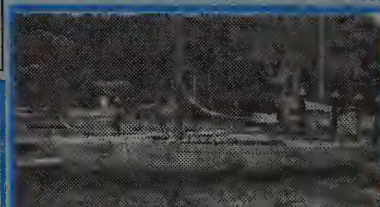
51' PASSPORT	'84 \$275,000	36' CATALINA	'98 \$119,000	27' CATALINA, diesel	'82 \$12,000
51' BENETEAU	'93 \$279,000	36' COLUMBIA	'70 \$30,900	22' CATALINA w/trailer ..	'91 \$12,500
50' FORCE AC	'73 \$117,000	36' PEARSON	'77 \$59,500	POWER	
50' HUDSON FORCE CC	'86 \$149,000	35' ALBERG	'65 \$34,900	60' BURGER	'58 \$252,000
47' CUSTOM SLOOP	'96 \$119,000	35' CHALLENGER	'74 \$38,000	55' KNIGHT & CARVER .	'77 \$195,000
46' SEASTAR P.H.	'86 \$139,950	35' NIAGARA	'81 \$67,000	53' HATTERAS MYFC	\$279,000
45' MULL	'81 \$127,000	35' ROBB	'63 \$45,000	50' STEPHENS	'65 \$135,000
43' STEEL PH	'88 \$85,000	33' CHEOY LEE	'71 \$35,000	50' FANTAIL	'07 \$40,000
42' GOLDEN WAVE CL .	'81 \$129,000	33' TARTAN TEN	'79 Sell	46' BLUEWATER	'85 \$155,000
42' GARDEN	'87 \$75,000	33' TARTAN	'80 \$40,000	45' HAWTHORNE	'71 \$129,500
42' PASSPORT	'81 \$149,000	33' PETERSON	\$35,000	42' KHA SHING FB	'84 Offers
41' MORGAN	'73 \$61,500	32' MARINER	'70 \$24,000	42' MATTHEWS	'56 \$65,000
41' C&C	'84 \$115,000	32' WOODIE	'58 \$20,000	38' CHRIS CRAFT	'76 Inquire
41' JEANNEAU	'90 \$128,900	32' COLUMBIA 9.6	'78 \$25,000	38' MATTHEWS	'25 \$28,900
40' HELMSMAN	'79 \$59,500	30' BRISTOL	'73 \$17,500	36' CROWN CUSTOM	'60 \$48,500
40' GREBE WOODIE	'38 \$39,000	30' WILLARD	'77 \$30,000	34' BAYLINER AVANTI ..	'89 \$58,900
40' SLOOP WOODIE	'90 \$75,000	30' HUNTER	'93 \$60,000	34' BAYLINER AVANTI ..	'88 \$58,000
40' KETTENBURG	'59 \$28,000	30' CATALINA	'80 \$19,900	33' CARVER	'76 \$42,000
38' ERICSON	'81 \$89,000	30' J-BOAT	'79 \$19,500	32' BAYLINER AVANTI ..	'88 \$36,000
38' C&C	'85 \$84,500	30' SCAMPI	'72 Sell	30' TOLLYCRAFT	'72 \$26,000
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37' HUNTER	'82 \$42,500	28' SOUTHERN CROSS	'79 \$33,000	24' SEA RAY	'86 \$13,500
37' HUNTER LEGEND ...	'88 Inquire	27' MORGAN	'71 \$13,777	21' NAUTIQUE Fish	'79 \$13,500
37' EXCELL CUTTER ...	'78 \$36,000	27' NORSEA	'77 \$35,000	19' BOSTON WHALER ..	'89 \$17,850



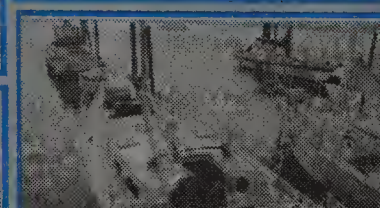
37' ESPRIT/VALIANT, '78. Just back from Mexico. Perry design. Fully equipped. New full batten main. New upholstery. Great cruiser! **Asking \$84,000.**



HUNTER 29.5, '96. Extremely spacious interior. Radar, autopilot, GPS, chart platter, full batten main, roller furling, and on, and on... **\$59,500**



40' HELMSMAN, '79. Beautiful, sleek, speedster. Possible two boat owner. Valva diesel, main, blade, 160%, 130% spinnaker. **Inquire**



47' CUTTER, 1986/1998.
Yanmar 51 hp.
Over \$160,000 invested.
Asking \$129,500.

WOODIES

- 50' GARDEN, '69 **\$88,000**
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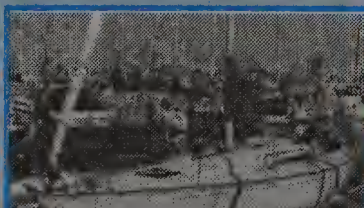
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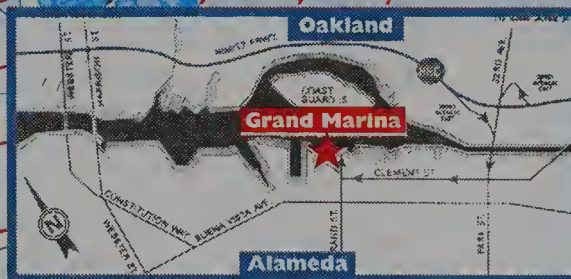
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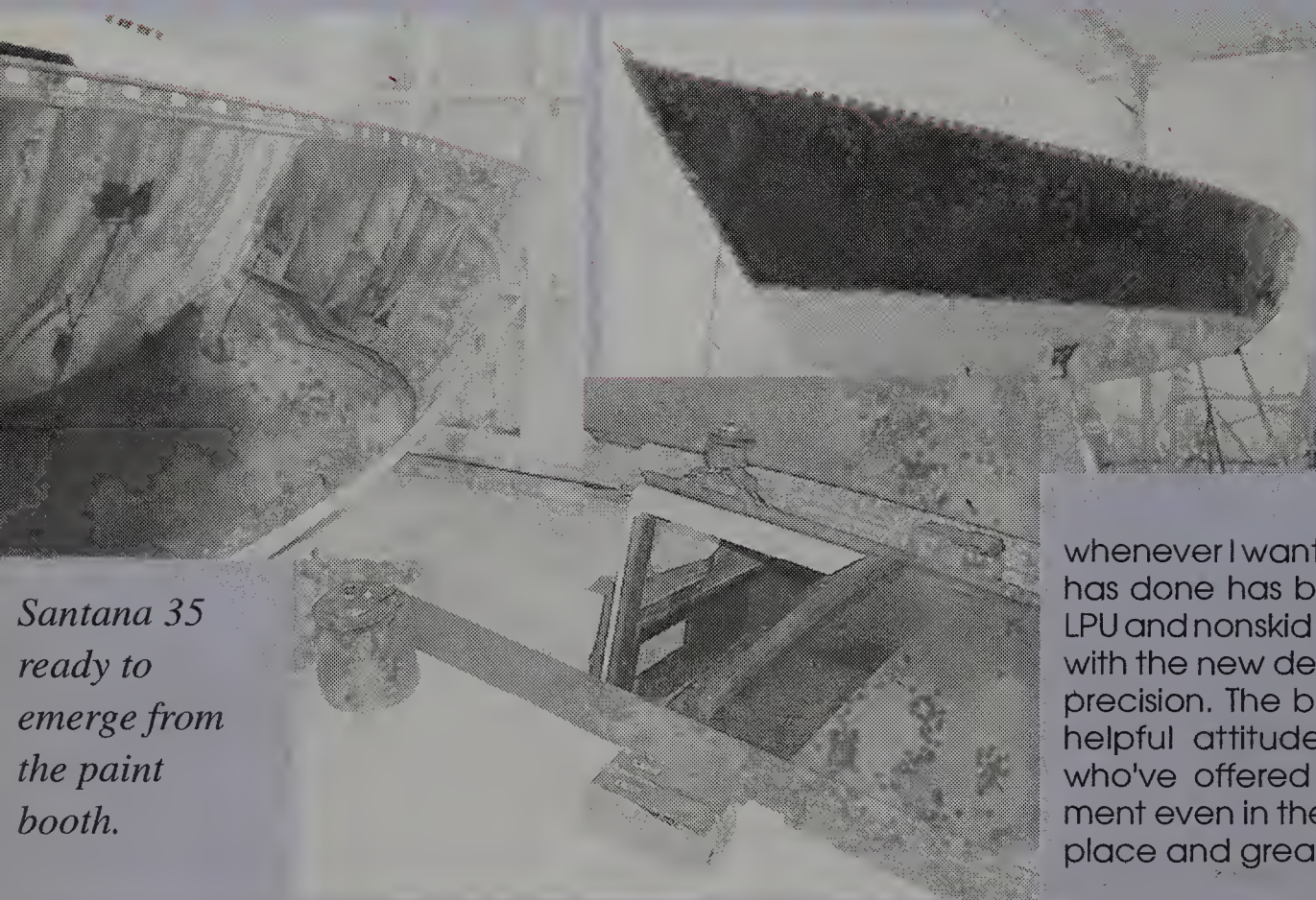
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